

ORDINARY MEETING

OF

ENVIRONMENT COMMITTEE

AGENDA

Time: 09:15 am
Date: Thursday, 1 September 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

MEMBERSHIP

Mayor Wade-Brown
Councillor Ahipene-Mercer
Councillor Coughlan
Councillor Eagle
Councillor Foster
Councillor Free
Councillor Lee
Councillor Lester
Councillor Marsh
Councillor Pannett (Chair)
Councillor Peck
Councillor Ritchie
Councillor Sparrow
Councillor Woolf
Councillor Young

Have your say!

You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing public.participation@wcc.govt.nz or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.

AREA OF FOCUS

The Committee will focus on climate change initiatives, enhancing the city's open spaces, protecting biodiversity in plant, bird and animal life, and ensuring there are high quality outdoor areas for residents and visitors to enjoy. The committee is also responsible for waste minimisation, energy efficiency and the three waters (drinking water, stormwater and wastewater).

Quorum: 8 members

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1 Meeting Conduct

1.1 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.2 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.3 Confirmation of Minutes

The minutes of the meeting held on 4 August 2016 will be put to the Environment Committee for confirmation.

1.4 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows:

Matters Requiring Urgent Attention as Determined by Resolution of the Environment Committee.

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Minor Matters relating to the General Business of the Environment Committee.

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Environment Committee for further discussion.

2. Policy

OPEN SPACE ACCESS PLAN REVIEW 2016

Purpose

1. To present the results of public consultation and request the Environment Committee recommends to Council that it adopt the revised Open Space Access Plan.

Summary

2. The Open Space Access Plan (OSAP) provides direction on the use, management and development of the track network throughout the City's reserves and open spaces. The intent of the OSAP is to ensure most tracks are shared use and provide for a wide range of fitness levels, abilities and interests.
3. The intent of this review was to address:
 - a) E-bike use in the open space network
 - b) Future planning and development of the open space network through the Implementation Plan
 - c) User conflict by identifying some 'priority' mountain biking tracks
 - d) alignment with other Council policy and regional initiatives
4. Research and engagement with stakeholders started earlier this year to better understand the potential impacts of e-bikes.
5. 'Priority' mountain bike tracks were also considered as a tool to reduce conflict between mountain bikers and other users.
6. 269 written submissions were received. 59 people made oral submissions in support of their written submissions.
7. A large number of submissions strongly support the plan and requested further development of tracks for walking/running, mountain biking, horse riding and 4 wheel driving.
8. A number of changes are recommended to the draft OSAP to improve the experience and range of tracks e.g. build linkages, and boost the enjoyment for all users, including walkers, mountain bikers and horse riders.
9. Further engagement, (education and signage) is recommended with some specific user groups to address some of the issues raised, such as access to Te Ahumairangi Hill for mountain bikes, and 'priority' mountain bike tracks on Mount Victoria/Matairangi.

Recommendations

That the Environment Committee:

1. Receive the information.
2. Note the Stakeholder Engagement and Research - see Attachment 1.
3. Note the Summary of Submissions - see Attachment 2.
4. Note the maps of the e-bike tracks - see Attachment 3.

5. Note the maps of 'priority' Mountain Biking tracks - see Attachment 4.
6. Agree to recommend to Council that it adopts the Open Space Access Plan appended as Attachment 5.
7. Agree to recommend to Council that it adopts the rules identified in the Open Space Access Plan (appended as Attachment 5) as conditions for use and/or controls for the purposes of regulating the use of a public place under Part 5 of the Wellington Consolidated Bylaw 2008.
8. Direct Officers to:
 - a) Review operational budgets for the maintenance of the existing and newly developed track networks to ensure appropriate service levels can be maintained, and if considered necessary present a business case for additional funding in the 2017/2018 Annual Plan.
 - b) Develop a communication plan to support the policy on new e-bike tracks and 'priority' mountain bike tracks
 - c) Develop and install signage to support the policy on new e-bike tracks and 'priority' mountain bike tracks
 - d) Work with all stakeholders to further consider future mountain bike access in Te Ahumairangi Hill
9. Agree to delegate to the Chair of the Environment Committee and the Chief Executive the authority to amend the proposed Open Space Access Plan amendments made by this Committee at this meeting, and any minor consequential edits, prior to it being adopted.

Background

7. The Open Space Access Plan (OSAP) provides direction to Council on the use and management of over 365 kilometres of tracks throughout its natural reserves, Wellington Town Belt, Outer Green Belt and wider open spaces, including the City's coastal and rural environment. In addition it provides direction about new track development and when and where it should occur.
8. The intent of the OSAP is to ensure most tracks are shared use and the network provide for a wide range of fitness levels, abilities and interests. However, due to constraints of the types of locations, terrain and track design conflicts, not all tracks are suitable for shared use. For example, a number of parks, such as the Wellington Botanic Garden are exclusive to walkers and runners, but closed to cyclists. A total of 22% (80km) of our track network is closed to cyclists.
9. The OSAP guides the use and management of the network. The OSAP was first drafted in 2004 and reviewed in 2008.
10. The purpose of this review is to:
 - Investigate the use, impact and accessibility of e-bikes within the network.
 - Update the Implementation Plan and prioritise new initiatives and ensure consistency with other plans, policies and current priorities.
 - Address conflict and increase safety for all users by identifying 'priority' mountain bike tracks - where predominantly built and used by mountain bikers.

11. On 28th April 2016 the Environment Committee agreed to consult on the Draft OSAP. The draft plan was proposed following extensive engagement and research over the first 6 months of this year. This is outlined in Attachment 1.

Electric bikes

12. E-bikes provide an alternative mode for people to access the open space network for recreation and active transport. This also includes opportunities for people with disabilities, injuries or through age or lack of fitness to get out and about on 2 wheels. E-bikes allow people to stay fit and healthy and access the natural environment. They are very widely used for commuting but their use off road is increasing.
13. E-bikes are considered as motorised vehicles under the current OSAP. In 2013 New Zealand Land Transport defined power assisted cycles with a combined maximum power output not exceeding 300watts as a conventional bike.
14. The Draft OSAP proposed a definition for e-bikes and stated that their use in the open space network is limited to a number of tracks that are generally over 1.5 metres wide and have good sight lines.

The Implementation Plan

15. The Implementation Plan has been updated to prioritise the key initiatives, and proposals from other reserves management plans. The plan includes three separate sections including:
- 'Strategic Direction'
 - 'Renewals'
 - 'New Tracks' (upgrades) both Funded and Unfunded
16. As part of the Implementation Plan review, an update of the 'Key Initiatives' has occurred. The 'Key Initiatives' (Section 6) now reflect the initiatives that were completed over the past 10 years and focuses on the remaining 6 key projects.

Priority use mountain bike tracks

17. The Draft OSAP includes some 'priority' mountain bike tracks. This is to help reduce potential conflict between users and any potential health and safety issues arising.

Other minor changes:

18. Other minor changes have been made:
- Alignment with other policy direction e.g. Council's Walking and Cycling Policies
 - Better reflect Accessible Wellington Action Plan
 - Additional environment assessment criteria – an initiative of Our Natural Capital
19. Updates to the sector descriptions and maps with newly developed tracks and future opportunities.

Consultation on the Draft Open Space Access Plan

20. Consultation on the Draft OSAP ran from 7th June, until 16th July.
21. Advertisements were placed on the Dominion Post, the Wellingtonian, with copies of the draft plan displayed at libraries and the Council Service Centre. Officers informed a wide range of users.
22. 40 signs were installed throughout the open space network, as well as informing a large number of active groups and stakeholders in the community, including walking,

running, mountain biking groups (and those mentioned in Attachment 1 – Stakeholder Engagement and Research) to ensure regular users were aware of the plan.

23. Officers met with a number of groups and individuals after the submission period closed to answer questions, clarify concerns and agree to propose revision of aspects of the draft plan.
24. 269 written submissions were received. Two submissions were received late and accepted. Oral submissions took place on the 3 and 5 August 2016. 59 people presented at the oral hearings in support of their written submissions.

Responses from questions asked

25. Responses received to the following questions are outline below:

Questions	Responses	Yes	No
1. Do you think the plan's vision is still appropriate?	221	73%	27%
2. Do you agree we have defined e-bikes within the Open Space Access Plan correctly?	213	78%	22%
3. Do you support allowing e-bikes access to the Open Space network? (as per proposed area under Schedule C)	222	74%	26%
4. If you agree with the e bike access question above, do you think the tracks proposed to be opened to e-bike use are a good balance?	186	62%	38%
5. Do you agree with the six key initiatives?			
a) The Skyline Track between Old Coach Road and Spicer Forest	212	93%	7%
b) The Harbour Escarpment Walk between Woodridge and Ngauranga Gorge	212	94%	6%
c) The Urban Coastal Connection, including Te Aranui o Poneke/Great Harbour Way	212	96%	4%
d) The Rural Coastal Connection - Coastal track linking Owhiro Bay to Makara Beach	212	93%	7%
e) The East-West Connection - a track linking Otari-Wilton's Bush to Makara Road and beyond to the coast	212	92%	8%
f) Karori Stream Access - Connecting Karori and Makara to the south coast	212	94%	6%
6. Do you agree that "paper roads" should be included as part of the open space network?	224	96%	4%
7. How do you think the Council can better focus the use of technology for signage, wayfinding and better promoting the open space network?	189	84%	16%

8.	Do you think cyclists should be encouraged to use a bell when they are using shared pathways?	217	41%	59%
9.	Do you believe the proposed plan goes far enough to address accessibility within the open space network?	196	43%	57%

30. A number of other matters were raised in submissions. The key issues are discussed below, and included in Attachment 2 – Summary of Submissions.

Discussion

General feedback from submitters

Vision

31. The majority of submitters supported the ‘vision’ of the plan, however a minor addition is recommended to include *“using the open space safely and appreciating the natural environment”*

E-bikes

32. Submitters strongly supported the definition of e-bikes as proposed.
33. Several submitters suggested Council should rely on the Land Transport Act (LTA) definition, however this allows for throttle controlled e-bikes which includes bikes which are propelled exclusively by auxiliary electric motor and not pedal power.
34. The table below shows the differences between the two definitions:

Restrictions of definitions	Land Transport Act (LTA)	Proposed for OSAP
Motor cuts out at 25km/hr	No	Yes
Allows throttle controlled	Yes	No
Pedal assist only	No	Yes

35. It is considered the LTA definition is not in line with Our Capital Spaces Policy to Outcome 1: Getting Everyone Active and Healthy. Moreover the throttle controlled e-bikes are less popular now, with technology moving away from the throttle control.
36. Twenty five (25) submitters were concerned with the use of throttle controls on e-bikes and wanted to see only ‘pedal assist’ e-bikes used (i.e. the battery only engages the motor when the pedals are being powered by the rider).
37. It is recommended a slight change to the definition is made to include the words *‘pedal assist’* to clarify this matter. This definition reflects the majority of e-bikes now on the market.
38. Some submitters were concerned about how e-bikes would be policed.
39. E-bikes are already being used in our open space network. Providing rules will help educate and allow Council to gain some control and set expectations of users. Council will be able to monitor use and act on public feedback.
40. A minority of submitters that did not agree with the proposed tracks identified for e-bikes, some wanted more tracks opened up, while others only wanted to see commuter, and/or 4WD tracks opened up. 15 submitters wanted e-bikes to remain prohibited in reserves.
41. Overall, most submitters were comfortable with allowing e-bikes in the open spaces network as highlighted in Schedule C of the proposed OSAP, including 3 commuter links, parts of Makara Peak and several other tracks.

42. It is recommended that e-bikes are defined as follows: *An electric bike (e-bike) is defined as a bicycle primarily pedal powered by human energy (pedal assist) and may be assisted by a maximum continuous rated electric motor power of up to 300 watts (of battery power), as well as limited to 25km/h . The 25km/h limit is based on the maximum speed the e-bike will travel before its motor cuts out. The bike may travel faster than this, but only when solely powered by pedal.*
43. It is recommended e-bikes, as defined under the OSAP be restricted to the tracks as outline in Schedule C of the OSAP and shown on Attachment 3 of this report.
44. It is recommended we add an action to the Implementation Plan to undertake an e bike education campaign, as well as install signage at entrances to authorised tracks.

Key initiatives

45. There was overwhelming support for the 6 key initiatives. There were some submitters that wished to see changes in priorities. Priorities were set in the draft plan using the 'Tracks network' criteria for setting track work priorities (s5.3 of the OSAP).
46. The Harbour Escarpment and part of the Skyline Extension (between Old Coach Road and Churton Park) are already funded and underway.
47. The remaining four are (in order of priority) Great Harbour Way (through open space land), the Rural Coastal Connection and the East-West Connection (Otari to Makara) (medium priority) and Karori Stream Access (Low – due to restricted land access).
48. It is recommended to retain these 'key initiatives' in the order of priority listed above.

Paper roads

49. There was overwhelming support for use of 'paper roads' (unformed legal roads) as part of the open space network.
50. People wanted to see better visibility of these roads, including marking, signage and fencing.
51. Conversely, there were a small number of submitters that believe that access over farmland may cause health and safety issues, including the need to address hazards, maintenance and lambing and stock safety.
52. An action is included in the Implementation Plan for the Council to work with the Walking Access Commission (and other parties) to identify and determine what paper roads can be incorporated into and add value to the Wellington wide track network..

Use of Technology for signage and wayfinding

53. There was strong support for Council to better focus the use of technology for signage and wayfinding and better promote the open space network.
54. Some submitters suggested we stick to physical signs as there was good '3rd party' on-line track information. There was also a request to continue using the Makara Peak Mountain Bike Park Signage elsewhere.
55. There is an existing signage project being rolled out to get visitors and people from the CBD to open spaces, such as Mount Victoria, Te Ahumairangi and Wellington Botanic Garden, as well as better track signage (colour coding) on our major walkways, such as the Northern and Southern Walkways.

Use of Bells on Bike

56. Submitters were split on whether Council should encourage the use of bells on bike. Many people, generally bikers, believe a friendly 'hello' would suffice. Bikers were also

frustrated by the number of other open space users wearing head phones and wondered if bells would be of any benefit.

57. Other submitters did not want to see bells compulsory.
58. Submitter's responses indicate there is an area of safety concern with shared access on the waterfront promenade and Oriental Parade.
59. Council has and will continue to educate bikers that pedestrians have the right of way along shared paths and promote the use of bells by cyclists, as well as encourage bikers to act safely and courteously around pedestrians.
60. This initiative will also be added to the OSAP to educate users on shared paths within the open space network.

Addressing accessibility

61. Some submitters wanted Council to develop disabled/wheelchair and aged access subject to available funding. The plan will include the following actions to help address these issues:
 - Accessibility - Listing the number and locations of paths and walkways that have sealed surfaces and flat pathways for mobility users and other disabled users
 - Accessibility - Review whether more accessible tracks need to be constructed
 - Accessibility - Update signage designs for the disabled within the Signage and Wayfinding Guide document

Mobility scooters/devices in the open space network

62. Many people noted the limits on accessibility for mobility devices in the open space. Many believed tracks needed to be wide, shallow gradient slow speed and paved surface, with good signs.
63. As noted above, more work is planned in this area to understand the network better and look for new opportunities.

Walkers/runners

64. Walking/running track distances and classifications (285km shared with other users) are included in the table below.

Walking track classification	Distance kilometres
Pathways	31km
Short walks	127km
Walking Tracks	201km
Tramping Tracks	6km
Total Walking tracks	365km (80km not open to biking)

65. On balance the city does have a good cross section of walking tracks.
66. A number of walking initiatives have been requested by submitters. The tracks considered for further investigation have been added to the plan and listed below:
 - Install street signage to link street access for the Churton Park section of the Skyline Track
 - Access from Miles Crescent and links to the Harbour Escarpment
 - Track from Heke Street into Chelmsford Park (Ngaio)

- Feasibility of a better link between Orangi Kaupapa and Thorndon via Te Ahumairangi.
- Access from Cockayne Road to the Piwakawaka Track and Odell Reserve
- Track connectivity between City to Sea Walkway, Tawatawa, and Island Bay

67. Council will continue to work with developers to look for opportunities as part of structure plans and reserves agreement when new subdivisions are planned. Opportunities will also present themselves in ongoing reviews of reserve management plans and master plan development such as Outer Green Belt Management Plan review and the development of the Te Kopapou master plan – both due to start within the next 12 months.

Mountain bikers

68. Mountain Bike track distances and classifications (tracks are shared with other users) are included in the table below:

Mountain bike track classification	Distance kilometres
Beginner	3km
Easy	39km
Intermediate	96km
Advanced	18km
Expert	12km
Extreme	2km
Total MTB tracks	170km (55km proposed to be 'priority' use)

69. Mountain bikers wanted to see more tracks, with support for more 'Beginner' and 'Extreme' grade. Many of these requests involved tracks and parks currently closed to biking, including Otari-Wiltons' Bush, Trelissick Park, parts of Te Ahumairangi Hill, Johnson's Hill and Johnsonville/Khandallah Parks.
70. Officers do not currently support development of additional mountain bike tracks in these areas. Otari-Wiltons' Bush, Trelissick Park, Johnson Hills, and Johnsonville/Khandallah Parks are exclusively for walkers and we do not support changing this policy.
71. Officers do however recommend Council work with stakeholders to explore future mountain bike access in Te Ahumairangi Hill.
72. There were also requests for another track in Polhill Reserve. While there is perceived user conflict there, very few actual incidents are reported to Council. Generally, bikers and walkers are courteous to one another and actual conflict is seldom an issue. Another serious consideration is the cumulative effect of an additional track development in a significant ecological area.
73. Council has been activity engaging with the mountain bike community and other council's in the region. Council is looking wider and is in the earlier stages of developing the scope for a project that will provide a more strategic approach to providing and investing in a regional strategy for mountain biking. The first steps in this process include a stocktake of the existing (and approved/ future funded) tracks network across the region.

74. Plans currently addressing mountain biking needs include Spicer Forest/Colonial Knob Landscape Plan, and Makara Peak master plan. There is also a proposed Te Kopahou master plan that may pick up on other mountain biking initiatives.
75. A mountain biking initiative included in the plan is:
- Investigate link for off road mountain bike trail from Wakefield Park to Central Park (shared use track)

‘Priority’ mountain bike tracks

76. It is recommended all the ‘Priority’ mountain bike tracks identified in the plan be approved. These are purpose built for mountain biking tracks. This would be equal to 54km of the 365 km network which equates to approximately 15% of the network.
77. The addition of the ‘Serendipity’ mountain bike track in Polhill Reserve has been included as a priority mountain bike track due to the number of submissions received highlighting this as a purpose built for mountain bike track and the associated health and safety issues that may result from a steep bike track. This should also take pressure off other shared use tracks within Polhill.
78. It is recognised the Mount Victoria Residents Association may want some further discussions on the intent of ‘priority’ tracks. It is recommended that officers meet with the Association to explain why these tracks have been identified for mountain biking.
79. Appropriate signage will need to be installed at the bottom and top of each priority track. Signs will say “*‘Priority’ mountain bike track. All other users are recommended to use another track.*”

Horse riders

80. Submitters also wanted to see more tracks for horse riding. A study of horse access to tracks is included in the Implementation Plan, including mapping of these for better public information.

Attachments

Attachment 1.	Stakeholder Engagement and Research	Page 17
Attachment 2.	Summary of Submissions	Page 18
Attachment 3.	E-bikes Map	Page 45
Attachment 4.	Priority Mountain Bike Tracks	Page 54
Attachment 5.	Open Space Access Plan 2016	Page 62

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Authoriser	Michael Oates, Open Space and Recreation Planning Manager Greg Orchard, Chief Operating Officer Paul Andrews, Manager Parks, Sport and Recreation

SUPPORTING INFORMATION

Engagement and Consultation

Extensive consultation took place with users with 269 written submissions received. 59 people made oral submissions in support of their written submissions. A meeting between officers and the Mount Victoria Residents Association will take place to explain the reason for implementing 'Priority' mountain bike tracks in the area.

Treaty of Waitangi considerations

Mana whenua were approached for feedback on the draft plan. They supported the wider use of te reo when naming tracks and reserve areas. Officers will work with mana whenua on this opportunity.

Financial implications

The current Renewals budget has sufficient funding to carry out major repairs and improvements to our existing track network. For new tracks included in the plan there is adequate funding for the investigation/ feasibility and detail design phase. However, once these investigations are completed and if the track is considered feasible then further funding will be sought via a future Long Term Plan and/or Annual Plan.

As mentioned to the Environment Committee in the earlier report on the Open Space Access Plan on 28th April 2016, as the open space track network expands over the years the ongoing maintenance budget will also need to be increased. Funding will be sought for maintenance through a future Annual Plan or Long Term Plan.

Policy and legislative implications

N/A

Risks / legal

Legal advice has been obtained during the development of this Plan.

Climate Change impact and considerations

None specifically with the Plan. However there may be individual track proposals arising from the Plan where climate change and sea level rise is an issue.

Communications Plan

N/A

Health and Safety Impact considered

It is considered best practice to eliminate all users from hazards within our open space network. The 'priority' mountain bike tracks proposed in the plan are considered to be creating positive steps to reduce conflict and enhance the experience for all users.

Stakeholder engagement and research

1. The research on e-bikes considered the social and environmental impacts based on a review of a number of reports and papers, including:
 - a. Policy for Electric Assist Bicycles – by the Cycling Action Network (CAN) (October 2015)
 - b. Electric Bikes on Public Conservation Land – by the Department of Conservation (October 2015)
 - c. Integrated road and open spaces network to maximise active transport and recreational opportunities in Wellington – by Victoria University and WCC (February 2014)
 - d. Perception and Reality of Conflict: Walkers and Mountain Bikes on the Queen Charlotte Track in New Zealand (January 2002)
2. Consultation on e-bikes, included questions and discussions with CAN, mountain bike enthusiasts, and people interested in using and hiring/selling e-bikes. Consultation also occurred with other Councils within the region, and the Department of Conservation regarding use and impacts of use within their estates.
3. From those interviews and discussions, and from past formal requests to allow e-bikes on some tracks, we considered this issue alongside our current relevant Council policies.
4. Officers considered there is and will continue to be a growing demand, mainly as commuter transport mode, and limited mountain e-bikes users who wish to enjoy our open space network (practically for those who wish to continue mountain biking but may be less able).
5. Regarding identifying 'priority' mountain bike tracks, all the tracks identified in the plan have been constructed and built for the use of mountain bikes. By identifying these we consider both the mountain bikers and the walkers/runner etc will get an enhanced experience in the open space, with less conflict and a safer experience for all users.
6. With the exception of Makara Peak Mountain Bike Park, Mountain bikers are expected to give way to walkers. On purpose built down-hill tracks this is not practiced and so the Open Space Access recommends that for these tracks bikes have priority and walkers give way.
7. In early March 2016, engagement with key stakeholder included contacting Living Streets, Friends of the Town Belt, Taraura Tramping Club, and other walking, running, tramping and mountain bike groups to inform of the intention to redefine e-bikes, identify 'priority' mountain bike tracks and update the implementation plan. An offer to discuss the review of the plan was made and feedback was considered.

Summary of Submissions – Open Space Access Plan		
Note: Generally, where submission comments are in line with the proposed plan they have not been recorded below.		
Issue Raised	Submission Number	Response
“Vision”		
Vision says nothings about reducing impact on biodiversity and the natural environment	14, 24, 82, 154, 243, 254	Add additional point bullet to section 3. Vision: <i>Provide a network of tracks that enables more residents to enjoy using the city's open space safely and appreciating the natural environment</i>
Separating walkers and mountain bikers is very important. High speed descending bikes and walkers don't mix well.	6, 82, 102, 199	Noted: The vision is a high level statement for the plan. More detail about separating users is discussed in Section 5.4 – Track Assessment, and S 5.5.1 Information and Education. In 'priority' mountain bike areas walkers and runners should give way to mountain bikers. Likewise, bikers are excluded from using walking only tracks and area. And in shared tracks bikers give way to walkers and runners
Add: <i>Link Wellington City, its suburbs and existing recreational track nodes to the south coast to connect people with both the inland and coastal experience that uniquely defines Wellington as a vibrant and energising capital city.</i>	213, 242	Noted: The vision is a high level statement for the plan. More detail about what the City has to offer is discussed in S 5.1 Recreational Uses
It should enable users to know how competing priorities will be ranked, what will be sacrificed if necessary, what must and will be achieved and what is merely a virtue signalling expressions of hope.	241	Noted. Priorities for tracks are listed in the Implementation Plan with timeframes for development and planning S6 provides for the Key Initiatives. As stated under S5.5 Council intends that the majority of tracks are shared use – this is the case for over 60% of tracks
Fails to recognise recreational horse riding as a traditional, and valid recreational activity or horse riders as part of the community.	261	Noted: S5.1 – Recreational Uses, discusses each user group and their competing demands. Dedicated specific areas open to horse riding are identified within the plan in Schedule D. The plan now includes additional areas open to horse riding, including 944 Ohariu Valley Road and Spicer Forest, plus the licenced grazing areas in Makara. <i>The Implementation Plan includes an action to study horse access to tracks (based on demand) with limited and controlled 4WD access) and map these for public use</i>

Issue Raised	Submission Number	Response
"Vision"		
Suggest addition word: "ensure that tracks provide for a wide range of user interests, skills, abilities and fitness levels ... within each area".	268	Add the word 'wide' as suggested
The plan's vision appears to be based on the needs of bikers and not pedestrians.	38	See above: Currently 22% (80km) of our existing track network is exclusive to walkers and we are proposing to make 15% (52km) of the tracks 'Priority' MTB.
"E-bike definition"		
Regarded as motorised vehicles	2, 58, 221, 230, 237, 254	The definitions is in line with the NZTA definition of 'bicycle'
Cannot distinguish whether a specific e-bike complies with this standard	7, 11	Noted: E-bikes are already in use in our open spaces and we need to ensure we set expectation on use, as well as education about limits to their use in the open space network
Need to be 'pedal assist' only, with 25km speed limit	(25 of 269 submissions) 17, 20, 27, 33, 39, 48, 50, 59, 60, 71, 88, 95, 98, 101, 120, 142, 163, 181, 184, 191, 219, 220, 224, 229, 230	Noted: Will update definition to ensure this is clearly understood
Use Land Transport Act 1998 frame work for defining an E-bike LTA definition States: <i>"includes a power-assisted cycle. Power-assisted cycle means a cycle to which is attached one or more auxiliary propulsion motors that have a combined maximum power output not exceeding 300W."</i>	41, 53, 99, 138, 146, 253, 263	Noted: The LTA definition of e-bikes allows for non-pedal assist ie throttle controlled bikes. Some throttle control bikes may be propelled exclusively by an auxiliary electric motor (similar to a moped). Also, the LTA does not specify setting a speed limit to which the engine cuts out. Our Capital Spaces Policy includes Outcome 1: <i>Getting Everyone Active and Healthy</i> . Moreover the throttle controlled e-bikes are less popular now, with technology now moving away from the throttle control.
Definition reflects more expensive bikes (reflecting EU standards) than those on sale here	195, 253	Noted: NZ does not have a Standard for E-bikes only a definition of 'power-assisted cycles', See point above.
Classify as normal bikes	224, 239, 240	Noted: The tracks for ebike use have been identified based on width of path and/or sightlines to ensure the bikers and other users remain safe.
Council needs to advocate Central Government to regulate/standardise definition	247, 267	Noted: NZTA are working on a Standard for E-bikes, they hope to release this in 2017.

Issue Raised	Submission Number	Response
"E-bike definition"		
How will these be policed	(13 of 269 submissions) 82, 94, 108, 116, 120, 123, 174, 185, 209, 221, 231, 267, 269	Noted: WCC has powers under the Reserves Act to control certain activities to ensure the protection and general well-being of the reserve and for the protection and control of the public using it. Council will be able to monitor use and act on public feedback etc. E-bikes are already being used and providing rules will help educate and allow council to gain some control and set expectations of users. Council will provide education through a communication plan, as well as signage where e-bikes can be used
Speed limit too fast	104, 199, 267	Noted: Reflect speed travelled by a fit cyclist in open space areas. Most e-bike have speedometers
Speed limit too low, or not needed	151, 253	Noted
Concerned about damage to tracks etc	35, 82, 269	Noted: There is no evidence from research to suggest that e-bike cause any more damage to tracks any more than other bikes (or downhill walkers)
"E-bike Access to open space"		
Allow on four wheel drive tracks only	(20 of 269 submissions) 1, 3, 6, 27, 29, 32, 39, 49, 55, 95, 118, 119, 120, 142, 158, 161, 196, 210, 231, 237,	Noted: the tracks proposed have been based on their width (generally over 1.5mtrs) and/or their sight lines. There is no evident to support there is additional erosion of tracks as a result e-bike use.
Restrict use in Makara Peak eg uphill only on the 4-wheel drive tracks, and downhill only on tracks North of Snake Charmer (plus SWIGG/Starfish, Lazy Fern, Live Wires). Remove Koru, Sally Alley, Nikau, Leaping Lizard and Possum Bait Line from the plan	(28 of 269 submissions) 6, 7, 9, 11, 13, 23, 44, 47, 50, 55, 67, 72, 87, 141, 88, 101, 116, 107, 114, 161, 165, 185, 216, 219, 222, 238, 242, 247,	Accept: Remove Koru, Sally Alley, Nikau, Leaping Lizard and Possum Bait Line from the plan. These tracks cannot be accessed from the 4WD track. This restriction will be reviewed once a trail period of e-bikes has occurred within Makara Peak Mountain bike Park.
Allow in all places cycles are allowed	(19 of 269 submissions) 20, 26, 34, 41, 54, 65, 83, 125, 130, 132, 153, 181, 182, 204, 220, 224, 239, 240, 268	Noted: Sightlines and narrowness of track/trails may make this an issue for overtaking other users. The tracks proposed have been based on their width (generally over 1.5mtrs) and/or their good sight lines eg Skyline track

Issue Raised	Submission Number	Response
"E-bike Access to open space"		
Need to develop alternative e-bike trail network	(13 of 269 submissions) 125, 138, 153, 154, 166, 170, 173, 176, 182, 217, 233, 240, 269	Noted
Trial period	(11 of 269 submissions) 12, 68, 73, 99, 101, 165, 208, 218, 238, 242, 256	Noted: Council have the ability to open and close tracks at the conclusion of any review process
Allowed nowhere	(16 of 269 submissions) 11, 17, 58, 30, 82, 105, 120, 121, 122, 178, 197, 206, 222, 254, 267, 269	Noted: E-bikes provide a way for people with disabilities, injuries, age or lack of fitness to get out and about on 2 wheels
Allow in commuter routes through Botanic Gardens	6, 179, 253	Cycling in the Botanic Garden (with the exception of Glenmore- Kinross and Upland Salamanca) is prohibited under S8.6 of the Botanic Gardens of Wellington Management Plan 2014, (this includes the main garden and Otari –Wilton’s Bush, Bolton Street Cemetery and Truby King Park. The Gardens are values as a refuge from the city and from traffic. It is a place where it is safe for families and for children to run round without the hazard of cyclists.
Employ traffic wardens on commuter routes, and others	58	Noted
Consider removing Old Coach Road from e-bike list	244	Noted: As mentioned above Council will be able to monitor use and act on public feedback etc. Old Coach Road meets the requirements of a wide road (>1.5mtrs), as well as good sightlines
Consider speed of downhill e-bikes	244	Noted: As above
Do not support electric motorbikes on busy paths eg Hataitai to City Walkway, Newtown to Hataitai walkway, and Te Ahumairangi Hill.	267	Noted
Allow on commuter routes only	(11 of 269 submissions) 3, 6, 107, 137, 154, 165, 179, 196, 230, 231, 263	Noted

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Issue Raised	Submission Number	Response
“Key Initiatives”		
The Skyline to Old Coach Road connection needs to be seen as part of a grander plan to connect Peka Peka to Red Rocks	24	Noted
Suggest/request changes to priorities of tracks	(19 of 269 submissions) 29, 61, 64, 72, 74, 87, 101, 113, 118, 120, 153, 161, 92, 169, 179, 195, 230, 232, 242	Noted: Priority is outlined in S6 of the plan. At this stage both the Harbour Escarpment and Skyline Extension have approved funding. The lower ranked projects also rely on access agreements with private land owners.
The Rural Coastal Connection track should be done in sections with access from the rural hinterland as this would make it more accessible	265	Noted: No decisions on the development of the track(s) have been made yet.
The Rural Coastal connection track should be built to the back country tramping track standard (grade 4) with provision for accommodation, toilets, rubbish disposal and access to drinking water, and address fire risk	39, 244	Noted: No decisions on the grade of track(s) have been made yet.
Is the Harbour Escarpment Walk between Woodridge and Ngauranga Gorge' restricted to walkers or runners only or will mountain bikers use it as well? The word 'WALK'=" seems to indicate pedestrian use only.	95	Shared use – in line with Network Principles
Most of these initiatives are based on recommendations in the report produced by the Wellington Mountain Bike Economic Growth Initiative 2015.	38, 61	These initiatives are shared access and were first included in this plan back in 2004
Locate the city-end of the East-West Connection away from Otari-Wilton's Bush so that mountain-bikers do not start or finish by riding along any of Otari's tracks.	81	Noted: It is unlikely the new track would exit at Otari-Wilton's Bush as this prohibits MTBs, there are alternative access points into Crofton Downs
At planning stage, commission a detailed ecological assessment and species list (for rare and threatened plants) as part of any Rural Coastal Connection	82	Noted: Draft plan includes updated environmental criteria to help protect these areas

Issue Raised	Submission Number	Response
“Key Initiatives”		
Council need to consider designated tracks for walking and riding horses only, exclude bikers from some tracks, but consult with community and landowners first.	244	Noted: Council are currently looking at appropriate access for horses to Spicer Forest
“Paper Roads”		
I don't believe the upkeep costs of paper roads should be the burden of the open spaces budget.	41	Noted
Recommends a number of ULRs for consideration by WCC	254	Noted: See Response Above
Better visibility of these roads should be promoted and implemented by the council through marking, fencing, signage, flyers and maps that are available to walkers and runners	(29 of 269 submissions) 4, 5, 13, 23, 24, 37, 49, 58, 71, 72, 82, 87, 90, 95, 119, 138, 153, 186, 218, 222, 228, 234, 240, 245, 252, 254, 256, 259 260	Include in Implementation Plan 17.1 - Western Rural Coast (“Rural Area”): Council to identify and determine what paper roads can be incorporated into a Wellington wide track network and develop a strategy (in conjunction with other organisations) to work with adjoining landowner, when the roads could add strategic value to the open space network taking into consideration of submitters comments below.
Access of paper roads across farmland may cause a lot of issues with all the new health and safety regulations and be a nightmare of identifying hazards and maintenance of roads, lambing, stock safety, etc.	90, 149, 150, 178, 206, 244,	Noted: See response above
Walking Access Commission 'Guidelines for the Management of Unformed Legal Roads' (2011) highlight the benefits of unformed roads	138	Noted: See response above
A specific paper road suggested for addition and future development as an urban trail connection is the unformed section of Hoover Street, Brooklyn between Mitchell Street and Ohiro Rd.	138	Noted: See response above
Paper road comprising the northern end of Ohariu Valley Road through Spicer Forest to Tawa is not included in the Plan consultation document.	202	Noted: See response above

Issue Raised	Submission Number	Response
"Paper Roads"		
Can be swapped or negotiated to gain better public access eg Snowden Road, and others on the SW Coast. They also can sometimes be upgraded for vehicle access	256	Noted: See Response Above
Council to considered all potential methods of enabling public access including to private land such as rates relief, easements, covenants, leases etc	259	Noted: See Response Above
"Use of technology for signage and wayfinding"		
Use similar signage to Makara Peak	(23 of 269 submissions) 3, 61, 44, 68, 72, 93, 101, 118, 129, 142, 151, 152, 153, 158, 166, 170, 173, 176, 182, 201, 209, 213, 217, 218, 222	Noted: Makara Peak signage was purposely design for this location. It is not a WCC standard design. Council are currently reviewing the type of signage used crossed the city. Wayfinding for shared use spaces will be based on a standard consistent through the shared use space.
Council should stick to signs. 3rd parties can handle online more effectively than council.	(16 of 269 submissions) 10, 24, 25, 35, 36, 37, 39, 65, 71, 77, 86, 87, 94, 142, 147, 174	Noted
The Mountain Bikers Code needs to be displayed on all shared use tracks.	49, 116, 125,	Noted: Council are aware that more signs are needed. These will be rolled out in the future.
Signage in conjunction with other councils.	224	Noted
Further local information on Maori and Pakeha histories, ecological, geological, or mapping information	14, 183	Noted
"Should Bells on Bikes be Encouraged"		
Bells should not be made essential/compulsory/mandatory or enforced	1, 9, 51, 51, 99, 184, 194, 235,	Council to lead a campaign to educate users of shared pathways. This will include prompting bikers to use there bell, slowing around pedestrians, leaving adequate room when passing, being predictable in your movements etc. The focus of this campaign is the waterfront/Oriental

Issue Raised	Submission Number	Response
<p>Parade. A further action will be added to the Implementation Plan to education users of shared paths in the open space.</p>		
"Should Bells on Bikes be Encouraged"		
Get walkers/runner to stop wearing headphones	(32 of 269 submissions) 7, 8, 12, 35, 37, 44, 60, 68, 73, 86, 96, 101, 106, 107, 109, 114, 124, 129, 132, 142, 152, 153, 161, 174, 185, 208, 210, 219, 225, 231, 237, 242,	Noted: See Above comment
"Addressing Accessibility"		
More access to a range of mountain biking tracks is needed	(66 of 269 submissions) 2, 5, 9, 32, 35, 44, 49, 58, 60, 61, 63, 68, 75, 86, 95, 96, 98, 101, 105, 106, 110, 116, 118, 120, 121, 123, 125, 129, 130, 133, 134, 140, 147, 152, 160, 161, 162, 166, 169, 170, 171, 172, 173, 179, 180, 182, 183, 184, 185, 187, 188, 192, 193, 196, 201, 208, 210, 215, 217, 219, 225, 229, 234, 236, 237, 238,	<p>Noted: WCC includes the following lengths of MTB tracks –</p> <ul style="list-style-type: none"> • Beginner = 3km • Easy = 39km • Intermediate = 96km • Advanced = 18km • Expert = 12km • Extreme = 2km <p>WCC continues to work with stakeholders and other Council's in the region to ensure that our track network continues to develop in a way which supports the Wellington region being recognised as one of New Zealand's premier mountain-biking destinations. This includes proactively developing mountain biking as one of the key attractions for visitors in the Wellington region, coordinating and managing mountain bike track and facility development on a regional basis. From the current consultation process it is clear that this needs to include family tracks to more technical grade 5's that complements our existing local and regional track network. Current and future plans that will include opportunities for mountain biking include Makara Peak master plan, Spicer Forest/Colonial Knob, and the Te Kopahou master plan.</p>

Issue Raised	Submission Number	Response
“Addressing Accessibility”		
Wider strategic view, supported by the wider vision of public use (locals, councils, tourism etc), to ensure the right balance of access (grades of track, areas of focus etc)	87, 168, 220, 224	Noted: As comment above
More and wider range of tracks	4, 13, 71, 78, 88, 115, 156	Noted
More linkage in northern suburbs eg Redwoods Bush Reserve, Tawa is an example where 1 or 2 trails could connect a significant urban residential area more directly with Spicer Forest/Colonial Knob. More entry points to Spicer and Skyline.	8, 24, 88	Future linkages between Tawa and Spicer Forest/Rangituhi were identified during consultation on the Porirua outdoor Recreation Park; Currently all of these options are over private land. Officers will continue to pursue these linkages. There is a new linkage being constructed this year between Chastudon Place and Broken Hill Road which will provide walking and biking access between Spicer forest and Rangituhi.
Sealed cycle way between Ohiriu Road and Broken Hill Road	22	There is currently a wide road joining these with some seal on the hill sections. As a recreational track mainly for walkers and mountain bikers the current standard of the road is adequate.
Encouraged (incentivised even) to allow responsible walking (and possible cycling) access across private land.	65, 141	Noted: Refer response on ‘Paper Roads’
Open up more access for horse riding	90	Noted: Included in the Implementation Plan is an action to Studies of horse access to tracks (based on demand) with limited and controlled 4WD access). Map these for public information and included on site signage
Develop disabled/wheelchair and aged access is desirable subject to available funding.	(11 of 269 submissions) 104, 118, 153, 158, 195, 230, 248, 252, 263, 267, 268	Noted: The Implementation Plan includes an audit of <ul style="list-style-type: none"> • Accessibility - Listing the number and locations of paths and walkways that have sealed surfaces and flat pathways for mobility users and other disabled users • Accessibility - Review whether more accessible tracks need to be constructed • Accessibility - Update signage designs for the disabled within the Signage and Wayfinding Guide

Issue Raised	Submission Number	Response
“Allow mobility scooters and other mobility devices in the open space network”		
The use of e-bikes can make a significant contribution to the ‘improvement’ of the cycling experience, and increasing overall participation in the healthy outdoor recreation and commuter cycling activity.	138	Noted
Encourage greater development of dedicated cycle-ways - away from both roads and footpaths/tracks (without excessive undulation).	144	Noted
Limited to appropriate tracks - wide, shallow gradient, slow speed (eg 20km/hr) pathed surfaces, and good signage	(43 of 269 submissions) 1, 3, 5, 6, 7, 8, 12, 14, 15, 17, 18, 27, 29, 30, 44, 51, 53, 54, 65, 73, 75, 85, 92, 95, 101, 119, 123, 127, 129, 132, 144, 145, 152, 153, 161, 166, 169, 182, 185, 195, 232, 266, 268	Noted
Once a track is altered for accessibility it loses much of its appeal as a natural and wild space for walkers and mountain bike riders.	88, 91,	Noted
Wouldn't be suited to most parts of the network.	93, 125	Noted
“More Track Development”		
Develop a more extensive track network in and adjacent to Churton Park, including prioritise Stebbings Valley and Dam development, including a small bridge	57, 103, 135	Noted: Council has a reserves agreement with the owner of the private property at Stebbings Valley. This agreement includes comprehensive planning for walkways through future reserves. The timing of the reserves and walkways being open to the public is contingent on development of the land by the owner.
Links from Churton Park to North should be a high priority, including appropriate access from the street network	57, 135	Add to Implementation Plan 2.1 - Investigate street signage to link street access to Skyline walkway
Provide more tracks to the west of Churton Park	57	Noted

Issue Raised	Submission Number	Response
“More Track Development”		
Mclintock St from Churton Park is problematic and not safe. Very narrow and has no footpath in places. Needs a walking connection from Winsley Terrace to Ohariu Rd	57, 135	A walking and biking link will be established between Winsley Terrace and Ohariu Road as part of the current subdivision. A small area will be vested as reserve.
Reopening the hiking trail between the old Mt Crawford prison and the Massey Memorial.	19	Currently owned by Defence with no public access. The Council is working with the Crown over the future protection of this area as a heritage park.
Cycling between Tawa and Johnsonville is dangerous on Middleton Rd. An alternative (on or off road) solution is very much needed	99	Noted: Council don't currently have plans for this section of road. The Current prioritised areas are East, Southern, Central
Show tracks and proposed tracks on maps ie Burbank Crescent Play Area and track connections to surrounding streets; Te Araroa Trail; Trillids Lane to Churton Park, and from Lakewood Reserve to Churton Park Village; Skyline Track from Old Coach Road to Spicer Forest, and the connection from the Mark Ave end of Seton Nossiter Park to Middleton Road	135	Plan map Sector 2 to be updated to reflect this
Harbour Escarpment Walk could possibly have another link on the existing formed track above the quarry near Glover Street which could be used on windy days and to provide a circular route. The Harbour Escarpment Walk could also possibly be linked via Tyers Stream Reserve to Khandallah. Maybe a pedestrian clip-on could be added to the current railway bridge over Centennial Highway/the urban motorway to enable this.	186	Noted: This land acquisition and develop of this area is not a priority. However, there is an action in the implementation Plan to investigate a link from Homebush Park around to Tyers Stream Reserve as part of future subdivision of land above Jarden Mile.
Open up to Mountain bikes the Grant's Track from where the 'horse paddock' track meets the Skyline Walkway, south to the track that drops down to Karori Cemetery.	179	This is within Otari-Wilton's Bush which is currently closed to mountain biking.

Issue Raised	Submission Number	Response
“More Track Development”		
Include mention of Stebbings Valley Reserves Agreement in plan	135	Plan map Sector 2 to be updated to reflect this
Investigate the potential for a safe and flat commuting route from Karori to Crofton Downs via Otari Wilton’s Bush.	179	This is within Otari-Wilton’s Bush which is currently closed to mountain biking.
Council purchases the private land through which the Crow’s Nest Track passes, or makes access a condition of any future consent if there is a move to rezone the area.	268	A resource consent has been granted for a greenfield development below the Crow’s Nest. A track link between the Crows Nest and Patna Street is proposed as part of this development.
A new track be built from the housing development at 131 Silverstream Road to the Crow’s Nest Track above private land (Council note that volunteers could be found to build the track with guidance and assistance from Council if this raised the priority for the track by reducing its cost)	268	The current route from 113 Silverstream Road to the Crows Nest passes over private land. There is a current route via Huntleigh Park, via Huntleigh Park Way once the greenfield development above Patna Street proceeds. As above comment
The Crow’s Nest Track above private land be added to Schedule A as being closed to mountain biking;	268	This track currently passes over private land. The future link via the greenfield subdivision will be open to bikes and walkers.
Track to allow access from Cockayne Road the the Piwakawaka Track and Odell Reserve be included in the Plan for further investigation;	268	Included action in Implementation Plan 3.1 to investigate this initiative further.
The proposed track from Heke Street into Chelmsford Park should proceed.	268	Noted this has been investigated before and is not a practical one based on impact on private residents
Increased track funding, as well as investment in volunteers	(15 of 269 submissions) 10, 15, 18, 60, 79, 96, 101, 114, 118, 126, 153 161, 168, 169, 224,	Future funding for implementation of the plan including track maintenance will be considered as part of a future Annual Plan round.
Mountain bike priority trails should include ‘Serendipity’ in Polhill Gully reserve	(12 of 269 submissions) 51, 61, 66, 68, 70, 73, 142, 146, 148, 151, 238, 242	Add Serendipity to the ‘Priority’ mountain bike Schedule B, as it was specifically built for downhill mountain biking.

Issue Raised	Submission Number	Response
“More Track Development”		
Allow entry level/family friendly (grade 1/2) mountain bike riding trails	(21 of 269 submissions) 63, 125, 155, 156, 160, 166, 167, 168, 170, 173, 177, 182, 180, 187, 192, 194, 197, 204, 217, 223, 227	There has been a significant amount of work in recent years to deliver more family friendly (grade 2) bike areas. There is a key challenge in terms of suitability of areas given Wellington’s hilly topography. WCC continues to work with stakeholders and other Council’s in the region to ensure that our track network continues to develop in a way which supports the Wellington region being recognised as one of New Zealand’s premier mountain-biking destinations. This includes coordinating and managing mountain bike track and facility development on a regional basis. From the current consultation process it is clear that this needs to include family tracks to more technical grade 5’s that complements our existing local and regional track network. Add to Implementation Plan: Council to work with Wellington Trail Trust, Makara Peak Supporters, Brooklyn Trail Builders and the Wellington Mountain Bike Club (and other key stakeholders, both local and regionally) to develop a trail plan that offers world class technical mountain biking opportunities in the Wellington Region as part of a regional strategy(and the region)
Allow mountain bike riding trails on Te Ahumairangi Hill, including advanced (grade 5/6)	(89 of 269 submissions) 1, 7, 8, 9, 13, 16, 18, 25, 26, 27, 28, 32, 27, 31, 39, 52, 55, 59, 61, 63, 66, 72, 73, 76, 79, 91, 94, 95, 98, 100, 105, 106, 108, 109, 111, 112, 116, 117, 121, 122, 124, 123, 125, 127, 137, 139, 142, 143, 146, 148, 153, 155, 159, 160, 163, 166, 167, 168, 170, 171, 172, 173, 174, 176, 177, 180, 182, 188, 192, 193,	Under Wellington Town Belt Management Plan (June 2013) S8.1.5 Recreation. MTB bike access to Te Ahumairangi will be limited to the Northern Walkway, Huntingdon Street to Ridgeline and West – East Connector and Grant Road Tracks. Any change to this policy will require further consultation and a change to the WTBMF. Add to Implementation Plan 11.1: Council to work with stakeholders to explore future mountain bike access in Te Ahumairangi Hill.

	194, 197, 198, 209, 211, 212, 215, 216, 217, 221, 222, 223, 225, 227, 229, 233, 238, 264	
Issue Raised	Submission Number	Response
“More Track Development”		
Provide 'pedestrian priority' tracks in busy forest areas such as Karori Park Forest, Polhill and Mount Victoria	38	Master planning of the Karori Park (The wild side of Karori Park) has identified the opportunity for a single pedestrian 'priority' track. Under the Open Space Access Plan (S5.4) Track Assessment, shared tracks are preferred within the open space network to optimise usage. Where safety issues or major conflict may arise, tracks may be 'priorities' for certain activities. It is also noted a volunteer Mountain Bikers Code set behaviours for mountain bikers. This states that mountain bikers should respect others and give way to people on foot unless it is a priority or exclusive use area.
Allow Brooklyn Trail Builders complete more tracks (6x) in Polhill and environs (towards the south coast and Te Kopahou).	(35 of 269 submissions) 21, 55, 59, 70, 73, 95, 111, 125, 146, 151, 153, 155, 160, 166, 167, 168, 170, 171, 172, 173, 176, 177, 179, 180, 182, 193, 194, 203, 215, 216, 217, 218, 223, 227, 233,	Officers do not support the development of an additional mountain bike track in Polhill Reserve. We understand that the track is requested by a number of mountain bikers as a means of separating users to prevent conflict. The track count information for Polhill shows that use by walkers and bikers is approximately equal (with a slightly higher number of walkers). While there is perceived user conflict very few reports of actual incidents are escalated to Council, and the general feedback is that bikers and walkers are courteous to one another and that actual conflict is seldom an issue. The other consideration is the cumulative effect of adding an additional track into this significant ecological site and the potential for adverse impact on an important habitat for threatened bird species. There is now a comprehensive track network enabling access into and through Polhill (thanks to the efforts of volunteers with support from the Council), and Officers view that the current balance of tracks is acceptable and that the principle of shared use should be retained in the area. Officers are very happy to meet with the

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		Brooklyn Trail Builders and other interested parties to explain this decision in further detail. Additional tracks for Te Kopahou Reserve will be considered as part of the development of a Master Plan for the area.
Issue Raised	Submission Number	Response
“Other matters”		
Areas requiring greater access to mountain bike trails including Huntleigh Park, Johnston Hill and Otari/Wiltons Bush,	(30 of 269 submissions) 25, 72, 115, 117, 125, 129, 134, 149, 151, 153, 155, 160, 166, 167, 168, 170, 171, 173, 176, 177, 180, 182, 192, 203, 208, 217, 222, 223, 227, 232	Mountain biking is prohibited in Otari/Wilton’s Bush under S8.6 of the Botanic Gardens of Wellington Management Plan 2014 Huntleigh Park bush is partly in private ownership. Biking is not permitted due to ecological significance of this bush area and the potential damage to vegetation. Johnston Hill ‘loop track’ is closed to MTBing due to steps
Establish links for off road mountain bike trails (and commuter routes) from Khandallah/Ngaio, Crofton Downs to Wadestown, include Trelissick Park	(24 of 269 submissions) 32, 125, 151, 153, 155, 160, 166, 167, 168, 170, 171, 173, 176, 177, 180, 182, 192, 208, 217, 222, 223, 227, 231, 232	Mountain Biking is prohibited in both Khandallah and Trelissick Park under their respective management Plans
Establish link for off road mountain bike trail from Wakefield Park to Central Park	(25 of 269 submissions) 70, 71, 77, 125, 134, 55, 151, 153, 166, 167, 168, 170, 171, 173, 176, 177, 180, 182, 192, 203, 212, 217, 227, 231, 253	Add to Implementation Plan 13.1- Investigate link for off road mountain bike trail from Wakefield Park to Central Park
More access points of Skyline for MTBs to Ngaio/Khandallah	2, 32	Noted: To be investigated as part of the future review of the Outer Green Belt Management Plan
Area off Miles Crescent (Newlands) and link to Harbour Escarpment	13	Add to Implementation Plan 9.1 - Investigate access from Miles Crescent and links to Harbour Escarpment

Issue Raised	Submission Number	Response
“Other matters”		
Where a downhill only track is duplicated (same start and finish points) by an uphill shared use track, then there is strong logic (safety reasons) that these tracks can be exclusive MTB downhill	70	Noted: This can be an appropriate design method
The pedestrian entry project in the Implementation Plan in the Botanic Gardens Management Plan is not consistent with the wording in the body of the Management Plan (section 5.4.4)	81	Agreed Change wording to reflect wording in BGMP to ‘investigate reconfiguring’ . Early planning shows it may be too dangerous for the entrance to be directly off Wilton Road as proposed in the LDP. The investigation will coincide with the scheduled upgrade for the visitor centre over 21/22 and be done as part of this upgrade project.
Do more to reinforce the requirement for dogs to be kept on leashes	81	Noted: Dogs are regulated under the Wellington City Council Dog Policy And now noted in the plan
Use consist information on signs based five-category track classification system for walks: Path, Short Walk, Walking Track, Tramping Track, and Route. And align supply and demand with existing inventory.	81	Add task to Implementation Plan - Identify inventory of walking tracks and select and install high use area with appropriate signage
More clarity around track Environmental Assessment. Eg. Who will make the assessment? How will Biodiversity values be balanced with recreation and community engagement values, what is significant vegetation? When is a tree significant? Etc	81, 82, 142, 242	Agreed: Environmental Assessment S5.4 ‘criteria’ has been added to plan S5.4 Track Assessment
Re-writing the text for Sector 4 to address the following: <ul style="list-style-type: none"> The text provides lots of information about the location but very little information about the tracks. It does not mention that Otari-Wilton’s Bush is closed to mountain-biking and cycling The other connects with Trelissick Park. We would welcome additional information 	81	Noted: Otari Wilton’s Bush is covered by the Wellington Botanic Garden Management Plan which prohibits the use of bikes. No decisions on a shared use track as part of the connections to Trelissick Park have been made.

Issue Raised	Submission Number	Response
about this proposal, e.g. will the full length of the track be closed to mountain bikes?		
"Other matters"		
Strengthen Network Principles around environmental protection	82	Agreed: Environmental Assessment S5.4 'criteria' has been added to plan S5.4 Track Assessment
Implement project to identify illegal tracks, review against criteria (5.3) and make decision on whether to add to network.	82	Defining and understanding illegal tracks may be a challenge. Council instead focusses on stopping illegal and unsanctioned track building as soon as it comes to our attention, rationalising track networks through master plans and development within a specific area (for example, Mt Victoria Town Belt, Centennial Reserve), and through our maintenance regime, where only main tracks are proactively maintained.
Reduce future incidence of illegal track work by advising the community that new initiatives are delayed because resources are being diverted to repair environmental damage caused by unlawful/informal tracks.	82	Noted
Businesses case prepared for new tracks need to include life-time management cost of weed control	82	Noted
Develop a better understanding of the aspirations and capabilities of all users and potential users	82	Noted: Through this consultation and planning process we have a much better understanding of our network and its strengths and weakness, as well as the aspirations of many different users groups.
Add colour code information on Schedule A – C to sector maps	82	Noted
The plan should define frequency of review	82	Noted: WCC follows best practise and reviews open space management plans at least once every 10 years,
The MTB-based 'renewal' to the Kaukau ridgeline of the Skyline Walkway being undertaken by an MTB contractor should not have commenced before the OSN plan was opened for public consultation.	154	Noted: This is a renewal project of an existing track

Issue Raised	Submission Number	Response
"Other matters"		
Dedicated trails for advanced riders are missing and that also limits the desirability of Wellington as an MTB destination, and leverage tourist and economic benefits etc.	(29 of 269 submissions) 7, 13, 25, 32, 49, 108, 110, 114, 117, 120, 125, 166, 170, 172, 173, 176, 197, 200, 209, 216, 217, 218, 220, 221, 222, 224, 225, 227, 234,	A number of grade 5 technical trails currently exist. WCC continues to work with stakeholders and other Council's in the region to ensure that our track network continues to develop in a way which supports the Wellington region being recognised as one of New Zealand's premier mountain-biking destinations. This includes coordinating and managing mountain bike track and facility development on a regional basis. From the current consultation process it is clear that this needs to include family tracks to more technical grade 5's that complements our existing local and regional track network. Add to Implementation Plan: Council to work with Wellington Trail Trust, Makara Peak Supporters, Brooklyn Trail Builders and the Wellington Mountain Bike Club (and other key stakeholders, both local and regionally) to develop a trail plan that offers world class technical mountain biking opportunities in the Wellington Region as part of a regional strategy(and the region)
Submitter is training to be a professional enduro racer. Needs extreme trails to allow them to get the speed and technical ability to win race's.	215	Noted
Council should be alert to the growing incidence of legal conflict between community groups when incompatibility issues remain unresolved ie Environment Court case between the Southland District Council and NZ Fish & Game over the former's contested grant of a resource consent to build an MTB track through the Oreti Valley (a world famous trout fishery).	154	Noted
There is a danger that highly-organised and well-funded advocacy groups such as cyclists can come to dominate the public debate at the expense of others;	154	Noted

Issue Raised	Submission Number	Response
"Other matters"		
Ensure pedestrian safety in areas shared by pedestrians and cyclists ie on the waterfront promenade and the shared footpath along Oriental Parade	56, 104, 157	There is to be a campaign to educate users of shared pathways. This will include prompting bikers to use their bell, slowing around pedestrians, leaving adequate room when passing, being predictable in your movements etc. The focus of this campaign is the waterfront/Oriental Pde
Wingfield Reserve, show track constructed by revegetation Group and add to maintenance regime	103, 135	Agreed included on Sector 2 Map
Prioritise track development at Lakewood Reserve	103	Noted
Suggestions for reformatting	186	Noted: The formatting used is Councils' standard and consistent with all other WCC documentation
Clear criteria for decision making	252, 186	Agreed - criteria for setting track priorities is set out in S5.3 and scored weightings in the Implementation Plan.
Cross referencing to other policies and plans eg biodiversity, stormwater management, freshwater management, transport, cycling and walking policies, and commuting and land development.	186	Plan already cross references Our Natural Capital, walking and biking Policies. Other planning documents such as the city and regional planning issues are now also cross referred to under the Environmental Assessment Criteria S5.4
Future proof open space access by planning possible connections to existing tracks and potential new tracks	186	Noted
A planning requirement to protect and enhance existing open space connections and enable new connections is essential with all new subdivisions/development.	186	This can occur during structure plan developments such as Lincolnshire Farms. In addition these connections are often negotiated during reserve agreements for greenfield sites, such as lower Stebbings in Churton Park and Woodridge development in Newlands. The proposed track networks as part of these future developments have now been added to the plan Sector maps.

Issue Raised	Submission Number	Response
"Other matters"		
A fund from reserve contributions to purchase land to safeguard or enable future open space connections is essential.	186	Development contributions are being collected for city wide reserve acquisition particularly in greenfield developments in the northern suburbs. Council also negotiates reserves agreement with developers. These agreements include comprehensive planning for walkways through future reserves. The timing of the reserves and walkways being open to the public is contingent on development of the land by the owner.
Work with The Walking Access Commission to update the commissions maps (WAMS) which show all legal roads and should show all gazetted reserves.	186	Agreed. Add to Implementation plan
Construct footpath down Grenada Drive and Westchester Drive East from Mark Avenue to Middleton Road	57, 135, 190	This footpath is on the Roadings network list of Footpath Extension. Priorities are generally the result of pedestrian demand in terms of numbers and vulnerable users, nearby schools, current safety issues, cost v benefit; bus stops.
Tawatawa reserve which we currently have (horse riding) access to and forms a vital part of our journey between paddocks and recreational riding shows as not accessible to horses as regenerating native planted area.	90	Noted. Update Implementation Plan to include an action for Council to work with the horse riding community to better identify and review opportunities to horse riding to meet local demand and provide online maps showing tracks open to horse riding, as well as on site signage.
Horses be considered and allowed access to the tracks that we currently use on the South Coast, and be considered in new linking tracks. Signage needed where horses access is permitted.	90	See above
Include recognition of this higher level of input, commitment and effort from these groups given it is mainly mountain bike volunteers that create and maintain tracks.	242	Noted: Recognition is given to all volunteers community trail builders in the plan
S2.1 Strengths of Wellington's track network: Add bullet point to highlight the significance of mountain biking.	242	Noted

Issue Raised	Submission Number	Response
"Other matters"		
S2.2 Weaknesses of Wellington's track network: Add bullet point: Poorly resourced maintenance schedule.	242	Noted
S5.1 (page 11) Add to bullet point <i>Mountain bikers/cyclists seek inter-connected tracks that provide for a wide range of skills and abilities that are accessible throughout the year. They also seek a series of lookout points and areas to congregate and sit to fully enjoy the surroundings.</i>	242	Partly agreed - update plan with following wording <i>abilities that are accessible throughout the year.</i> Others users also seek lookout points and enjoy their surroundings.
S7. 5 Please include recognition of Makara Peak Supporters and volunteer input: 90% of Makara Peak's tracks are built and maintained by volunteers.	242	Agreed – update plan to reflect this and that the supporters make a major contribution to track maintenance and development.
S7.5 (Paragraph 3) Karori Grade 2 track is now complete.	242	Agreed update accordingly
S7.5 (Paragraph 5) – There is no local track network at the South Coast.	242	Noted: there are local track networks on the south coast access is provided in other location to the south coast. Will be investigated further as part of the master plan for Te Kopahou
S7.7 This return climb from the South Coast in conjunction with the proposed Karori Stream Access track would create a phenomenal loop and access to the coast.	242	Noted
S8. Appendix 1 – Track classification. Bikers refer to the NZ Cycle Trail Design Guide standard.	242	Agreed - this is being used and will add to plan.
This diagram doesn't reflect the nature of mountain bike tracks: that difficulty of track does not mean more remote	242	Noted
S9 Appendix 2 – Track specification. Refer to the NZ Cycle Trail Design Guide: walking track gradient up to 15 degrees is too steep for the 'average' biker.	242	Noted

Issue Raised	Submission Number	Response
"Other matters"		
S10 Appendix 3 Implementation plan 5. Makara Peak, 5.1 Planning Remove "Investigate a track connection between Chamberlain Road/Victory Crescent Reserve..." not part of the Makara Peak Supporters.	242	Noted: Sector Map for Makara includes wider environs too. Plan to be updated to reflect this
Implementation plan 5.2 Development. Reference to building the Grade 2 track can be removed. Good signage does need to be installed in the area so users can confidently explore the area.	242	Agreed - updated accordingly
Implementation plan 5.2 Development. "New linking walkway through Homewood Crescent Reserve" MPS supports this new linkage if it is a mountain bike friendly track to provide an off-road alternative access to Makara Peak, avoiding Karori Road from nearby suburbs.	242	Noted – Council will be consulting on the master plan for Makara Peak MTB Park later in the year
Unfunded projects Sector 5 is not mentioned – please include it here and refer to the Makara Peak management plan consultation.	242	Noted – See above comment
Unfunded projects Sector 17 – Karori Stream Track initiative – MPS would like to see this as a high priority which could be achieved with a link from Leaping Lizard	242	Noted – Council will be consulting on the master plan for Makara Peak MTB Park later in the year. There are still some issues to resolve regarding bike access over private land.
Recast Network Principle to say 'Tracks suitable for motorised recreation use can be used on a managed basis by clubs and organisations...' and 'Managed motorised recreation use provides the opportunities for families...'	245	Agreed – update plan accordingly: Existing tracks suitable for motorised recreation can be used on a managed basis by clubs and organisations in accordance with Reserve Management Plans.
Add 'permitted access' Schedule to cover tracks and areas identified for managed 4WD activity	245	Noted: Would need to be considered as part of the Te Kopahou master plan. Requires ecological assessment.
In principle, leased areas of open space land should not restricted access to the public eg 944 Ohariu Rd	245	Noted. The house at 944 is leased but this does not include the wider reserve.

Issue Raised	Submission Number	Response
"Other matters"		
Karori Stream Access should be managed access via key control	245	Noted: This access is restricted due to private land
Skyline Track extension should consider further 4WD access	245	Noted: Shared tracks with access to all users (walking and riding) is Council preferable approach
Make suggested text changes to S7.10 Sector 10 Trelissick Park and Environs	257	Agree – update text accordingly
New connection between Magazine Store to Fort Buckley is dubious – steep unstable slopes making it impracticable, or expensive	257	Agreed remove from plan
No need to investigate new track from Highland Park into Park to provide second park entrance from Wadestown.	257	Noted:
Urgently investigate completion of sanctuary to sea walkway (improving accessibility to Trelissick park). Need to work with Centrepoint to secure access to beach at port land	126, 257	Noted: Has been investigated in the past and currently not a feasible option
New connecting track from Ngaio Gorge Road to Kaiwharawhara Stream	257	Noted: This is included in the Implementation Plan, Unfunded Sector 10.
A new path from Orangi Kaupapa Rd to Thorndon via Te Ahumairangi. This would provide a more direct, safer and more pleasant walk between Northland and the northern CBD than current options.	263	Agreed, Add to Implementation Plan S11.1: Investigate a better link between Orangi Kaupapa and Thorndon . Noting there are already links through Te Ahumairangi.
A link between from Homewood Cres and Nottingham St, and would like it to be a low enough gradient to be cycle-friendly. With investment in a reasonably large bridge, this is possible. This would link up the safe, traffic-calmed backstreets between Karori Park and the Karori Cemetery/BMX track, etc.	263	Noted: Already identified in the Implementation Plan 5.2

Issue Raised	Submission Number	Response
“Other matters”		
The track off the end of Puketiro St (through to the Northern Walkway) to be made dual use, and the first 50m re-routed to ease the gradient. This route is a generally reasonable gradient and much of it is quite wide. Would make an attractive commuter route into the northern CBD from Northland.	263	Noted: Currently closed to bikes. Further discussions as part of Te Ahumairangi. Council to work with Wellington Trail Trust, Makara Peak Supporters, Brooklyn Trail Builders and the Wellington Mountain Bike Club (and other key stakeholders, both local and regionally) to develop a trail plan that offers world class technical mountain biking opportunities in the Wellington Region as part of a regional strategy (and the region)
NZTA Petone to Grenada Link road (P2G) alignment runs through two proposed tracks from Horokiwi to Seton Nossiter Park (via Lincolnshire Farm and Belmont Gully), as well as the proposed track between Mark Ave and Jamaica Drive	265	WCC has been engaging with NZTA in relation to these projects. Council will continue to do so during the planning and design phases to help understand the constraints and identify opportunities
Cross reference the following policies <ul style="list-style-type: none"> • WCC’s policies about public access over private land. • WCC’s policies over land purchase to add to the open space network. • WCC’s policies on protection of open space values on private land. 	186	Noted: <ul style="list-style-type: none"> • Council’s policy is to negotiate easements over private land • Land for this purpose is outlined in Our Capital Spaces • Protection of open space values on private land is outlined in Our Natural Capital
Add valuing and protection of stormwater management and erosion control.	186	Noted: Environmental Criteria are now included into the Open Space Access Plan.
There is a cost to the rate payer of providing recreational opportunities even if there is no direct user charge.	186	Noted

Issue Raised	Submission Number	Response
“Other matters”		
It is useful to separate tracks that are principally for recreation and those that have a significant transport function.	186	Noted: Shared tracks with access to all users (walking and riding) is Council's preferred approach.
There is a need to consider the open space network when approving all subdivisions and developments. This needs to be embedded into the planning rules.	186	The Subdivision Design Guide in the District Plan deals with connectivity to neighbouring areas and facilities.
Would like added <ul style="list-style-type: none"> • Tracks will be provided for council restoration works in otherwise inaccessible locations where appropriate. • Tracks will be provided where possible for community groups for environmental restoration projects. 	186	New tracks will be assessed as outlined within the plan
Trampers also want a degree of isolation and an urban wilderness experience. (page 11 bullet point 2)	186	Noted
Bullet point 3. There can be conflict between cyclists/mountain bikers and dogs and there needs to be cross referencing between dog on and off lead areas and cycling. Dog leads end up across tracks at knee height. (page 11 bullet point 3)	186	Understand there can be conflict in some situations.
Add “cost benefit” to Section 5.3 (page 12). Explanation: <i>Some tracks are more expensive than others due to a wide range of factors that includes track classification.</i>	186	Noted
A new bullet point “community and council environmental restoration activities” needs to be added. Add to Section 5.3 (page 12)	186	Noted

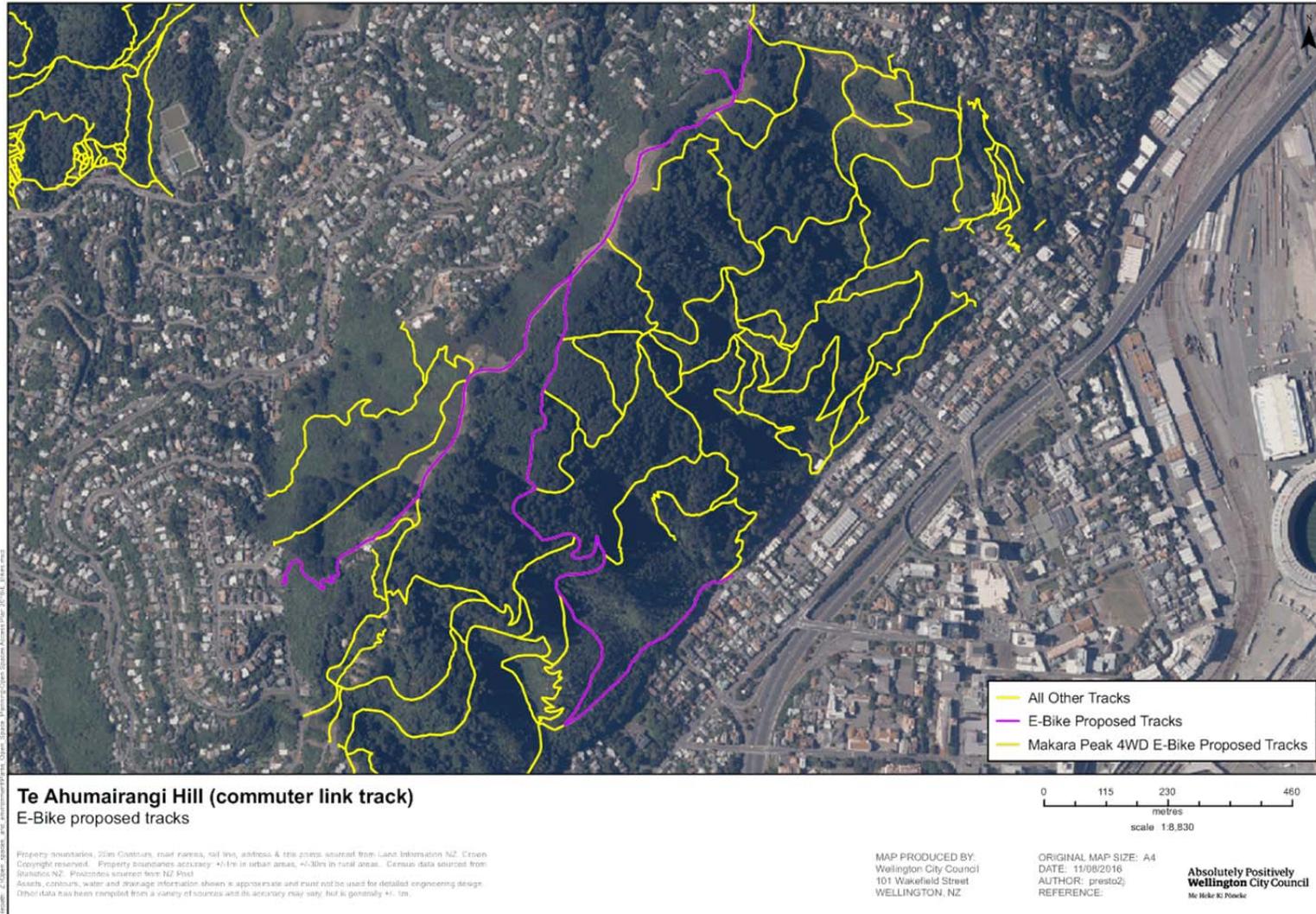
Issue Raised	Submission Number	Response
“Other matters”		
Under S5.1 - Public safety we note that using switch backs to slow cyclists can lead to poor sightlines. Page 13.	186	Noted
Include the National Grid asset on the Sector maps, or append to the plan. Give full consideration to the National Grid and consult with Transpower when developing the track network	250	Council acknowledges the significance of when developing the open space network. The National Grid asset is shown on the WCC District Planning maps. Transpower has provided a link to the National Grid maps which we can now access through our GIS database. These maps can be viewed when doing detailed design
Acquire land or reach agreement with landowners beside upper Tyers Stream to provide practical walking access from public land in Khandallah into the upper reserve	259	Noted Acquisition of this land is not a priority
Encourage community involvement to maintain a vegetation corridor and pest and weed control to enhance the instream values at Tyers Stream and Tyers Reserve	259	Noted
Investigate the protection and or acquisition of the forest remnant north of Homebush Park	259	Noted: Any development of the area will be investigated by our District Planning and Parks Planners to help strengthen ecological and recreational opportunities in this area
Investigate connections to the Reserve from Homebush Park, Glover Street walkway and the proposed walkway at Malvern Road.	259	There is an action within the Implementation plan to investigate a link from Homebush Park via Tyers Stream Reserve as part of any subdivision of land above Jarden Mile.
New activities should not be added to dog off leash areas without consultation	262	Noted
Make clear in the plan that creation of new areas and access to trails off leash is covered by the Dog Policy only	262	Agreed Add to plan link to Dog Policy and note changes are made under that policy.
That Tawatawa Reserve on Murchison Road, which is currently a dog off leash area, is added to the list of areas that bikes are excluded from using.	262	Noted: This area includes a good beginner's track which we lack in the city, so will not be closing area to bikes. Dogs are to be under control at all times

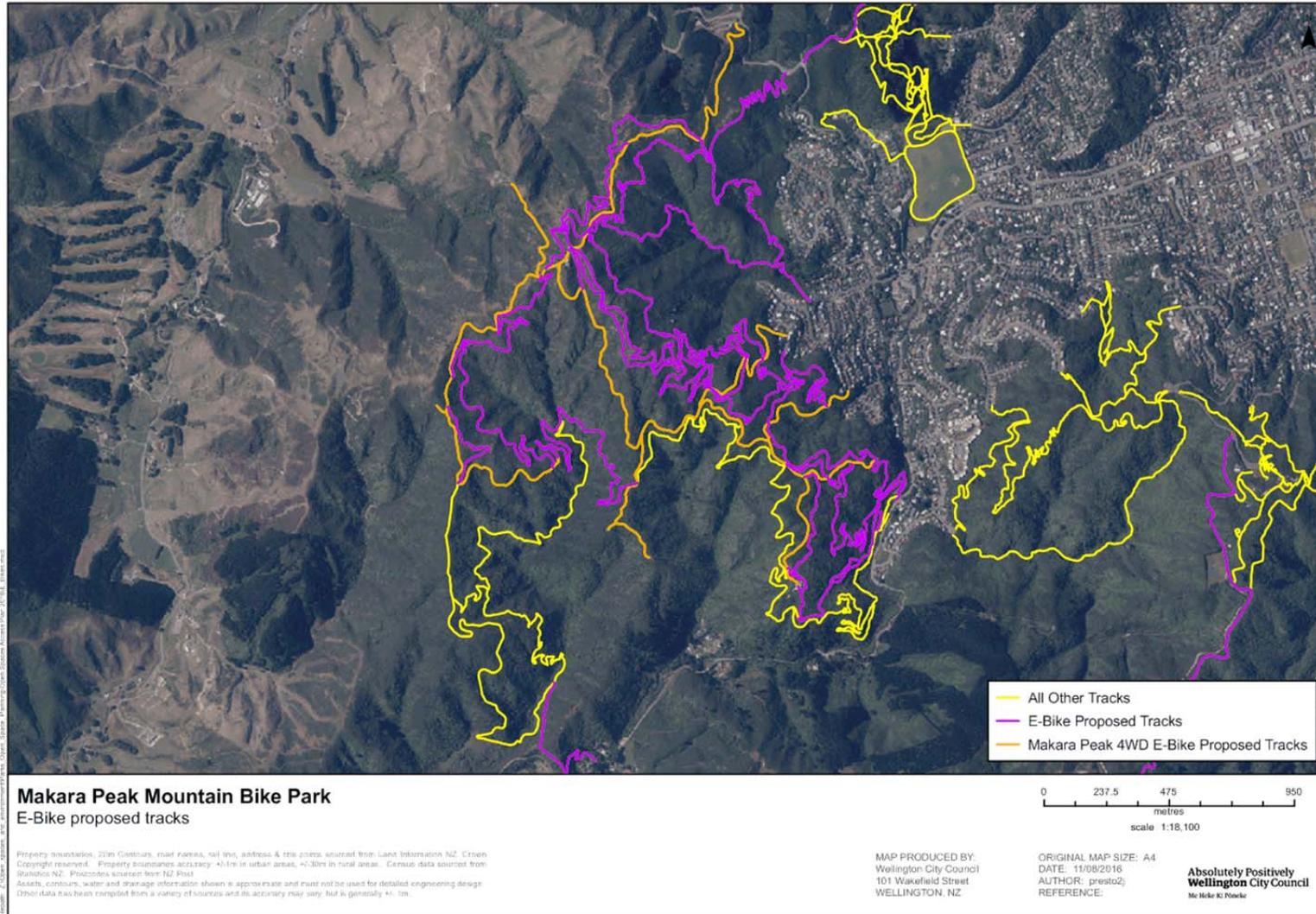
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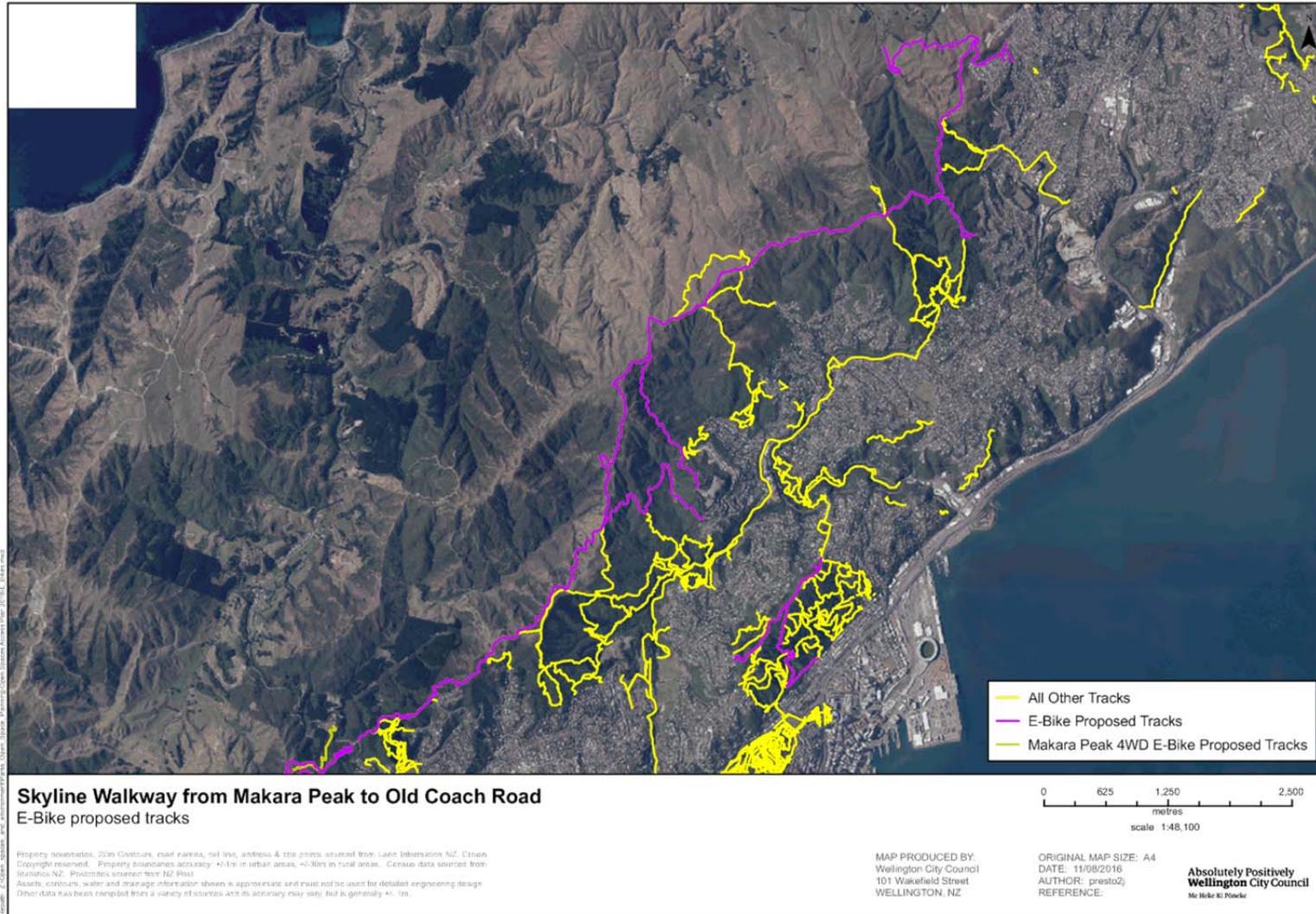
Issue Raised	Submission Number	Response
“Other matters”		
Prefer draft plan is withdrawn and proper consultation is undertaken of a wider range of open space users	267	Extensive research and early engagement, as well as thorough consultation was carried with all users of the open space network - this is evident by the positive feedback and amount of submissions received
Concerned that bike only paths are recommended.	267	Noted: those MTB trails were built for downhill MTBing specifically and it is safer to classify and sign as such.
Used consistently expression 'track'	267	Noted
All tracks in reserves, and on the Town Belt, are closed to any form of bicycle, unless specifically declared to be open to their use.	267	Noted; Shared tracks with access to all users (walking and riding) is Council preferable approach
At least an equal number of paths are created as 'walk only' paths to be added to the small number of paths already listed in the plan.	267	Noted: Currently 22% (77km) of our existing track network is exclusive to walkers and we are proposing to make 15% (52km) of the tracks 'Priority' MTB.
Accessibility also includes proper way-finding with an easy to understand track hierarchy and legible signposting.	267	Noted
Enhance the track connectivity between City to Sea Walkway Tawatawa, Paekawakawa Reserves and Island Bay ie secondary connector from City to Sea/Tawatawa Reserve into Paekawakawa Reserve	266	Note: Discussions with the Paekawakawa Reserve people and officers have occurred in the past. These connectors can be considered further but will require funding. Add to Implementation plan
Develop loop track within Paekawakawa Reserve to provide accessible loop track in the vicinity of Island Bay	266	A loop track to be considered as part of above planning and priorities. Added to Implementation Plan



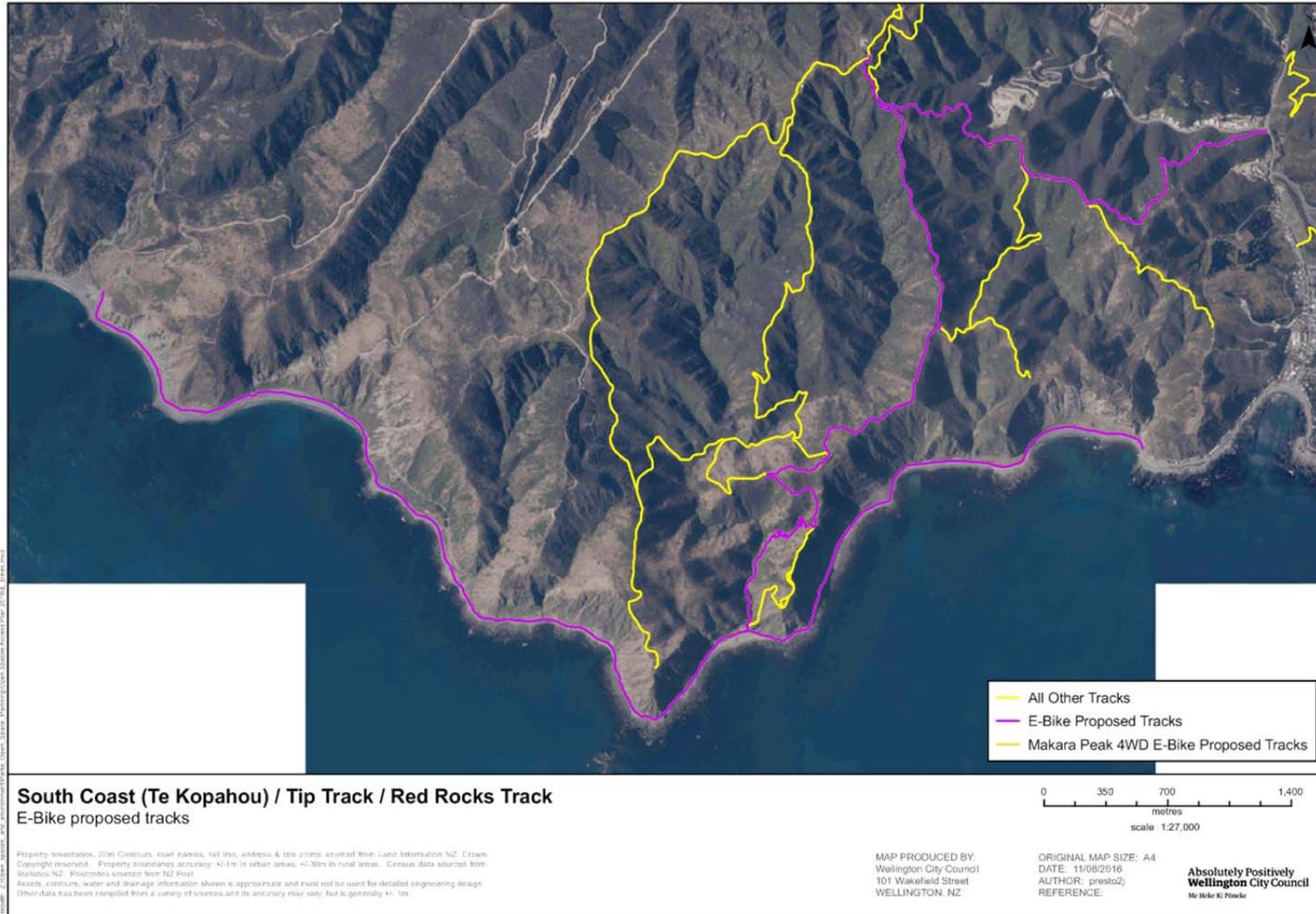


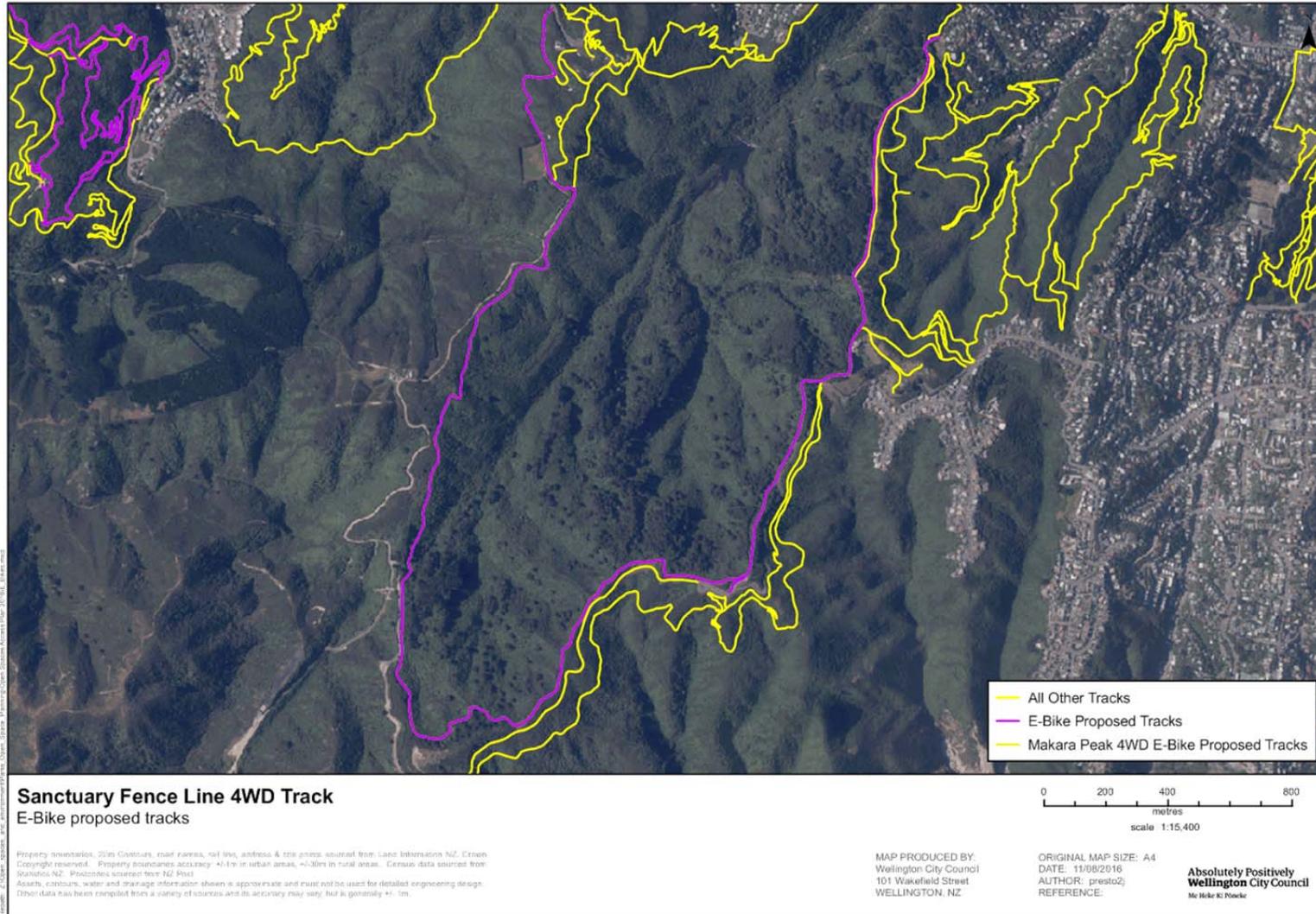


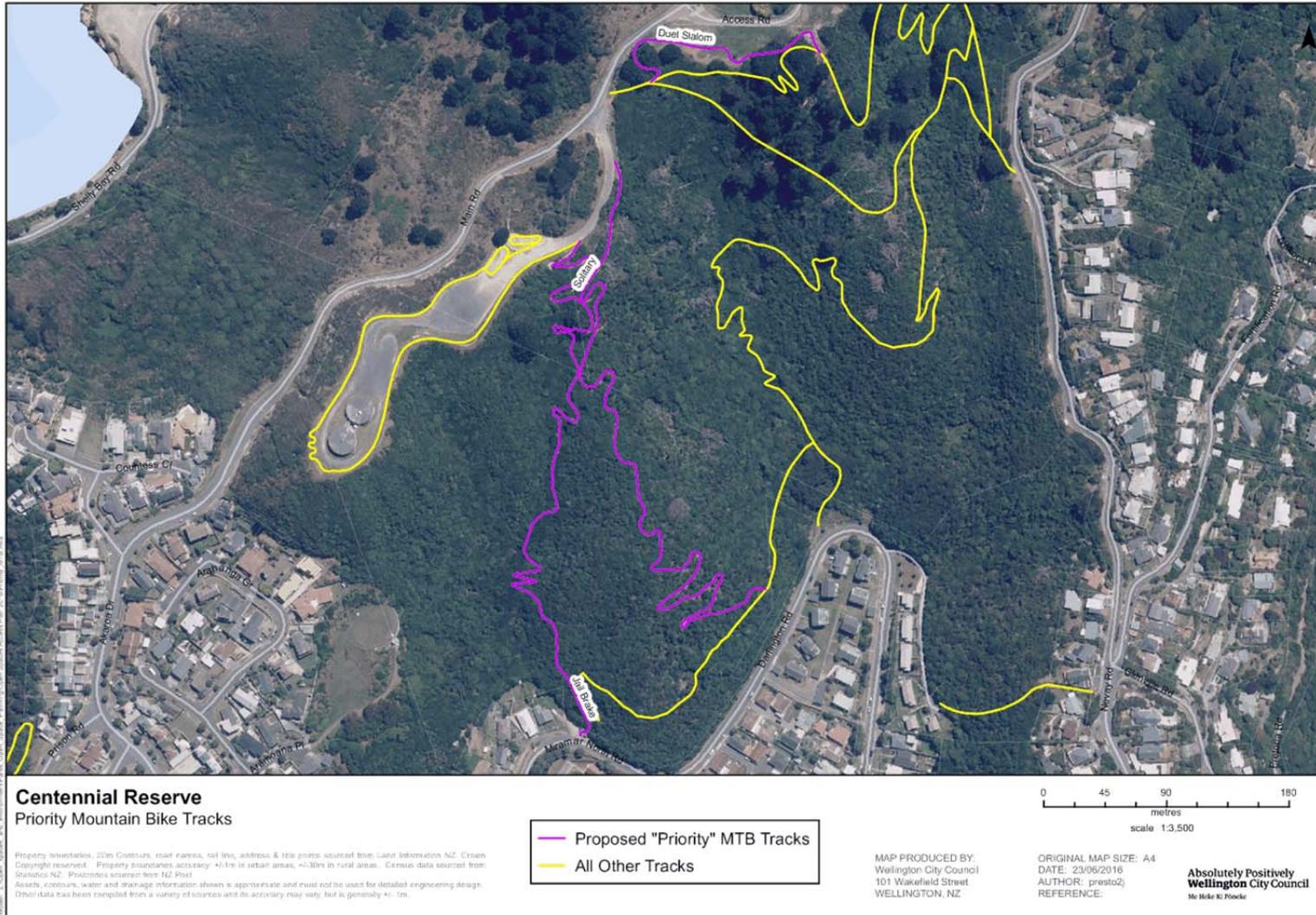


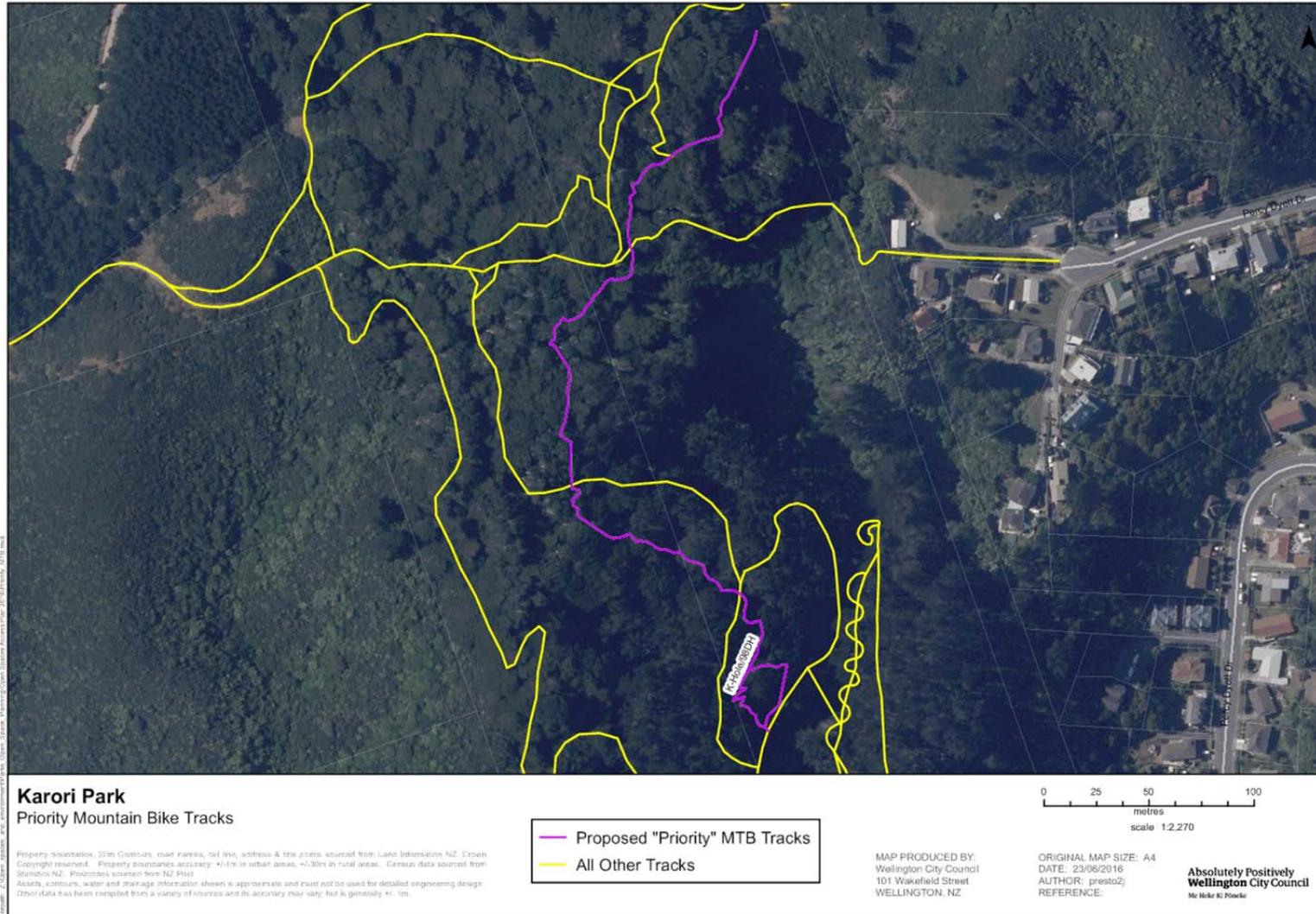


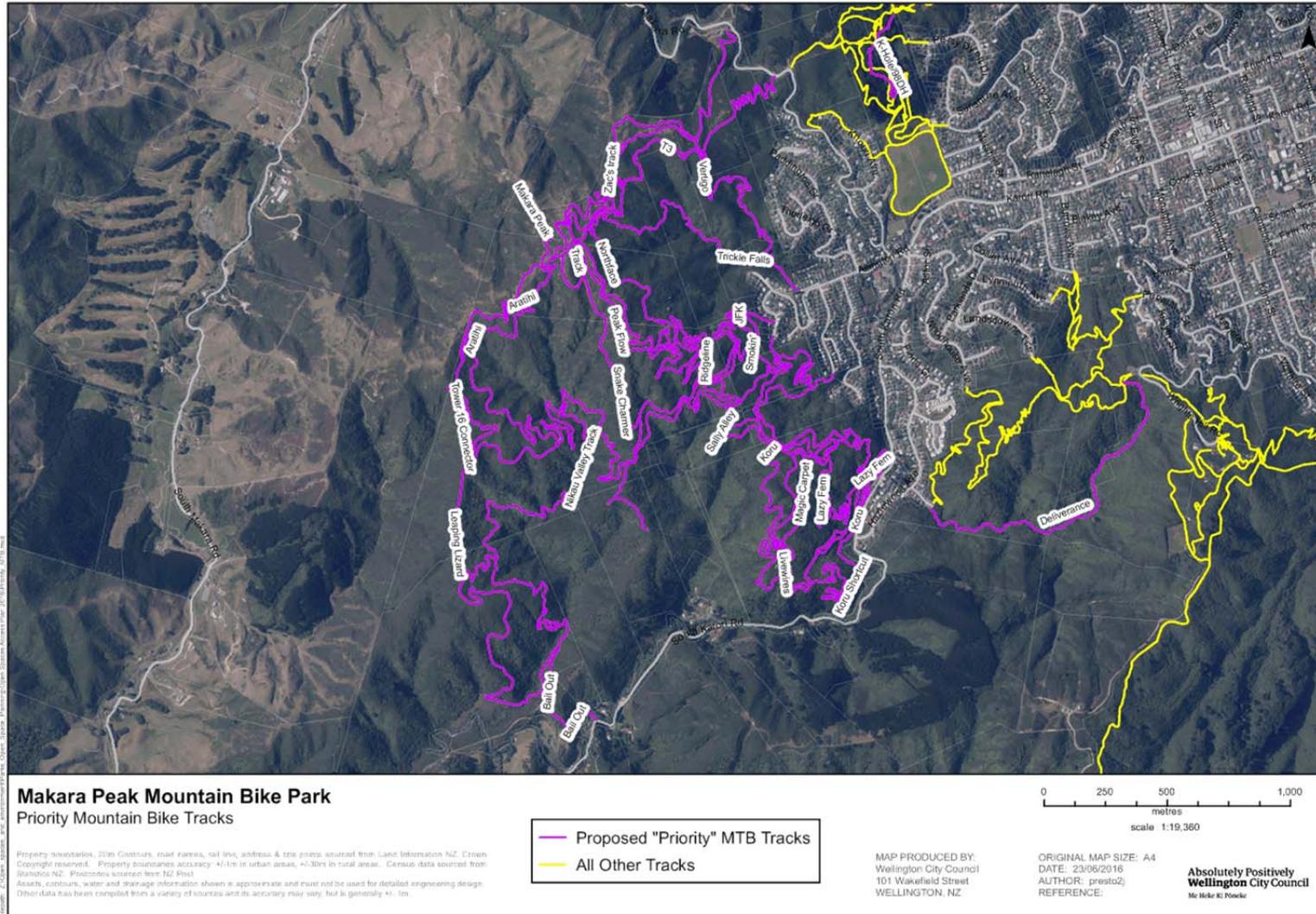


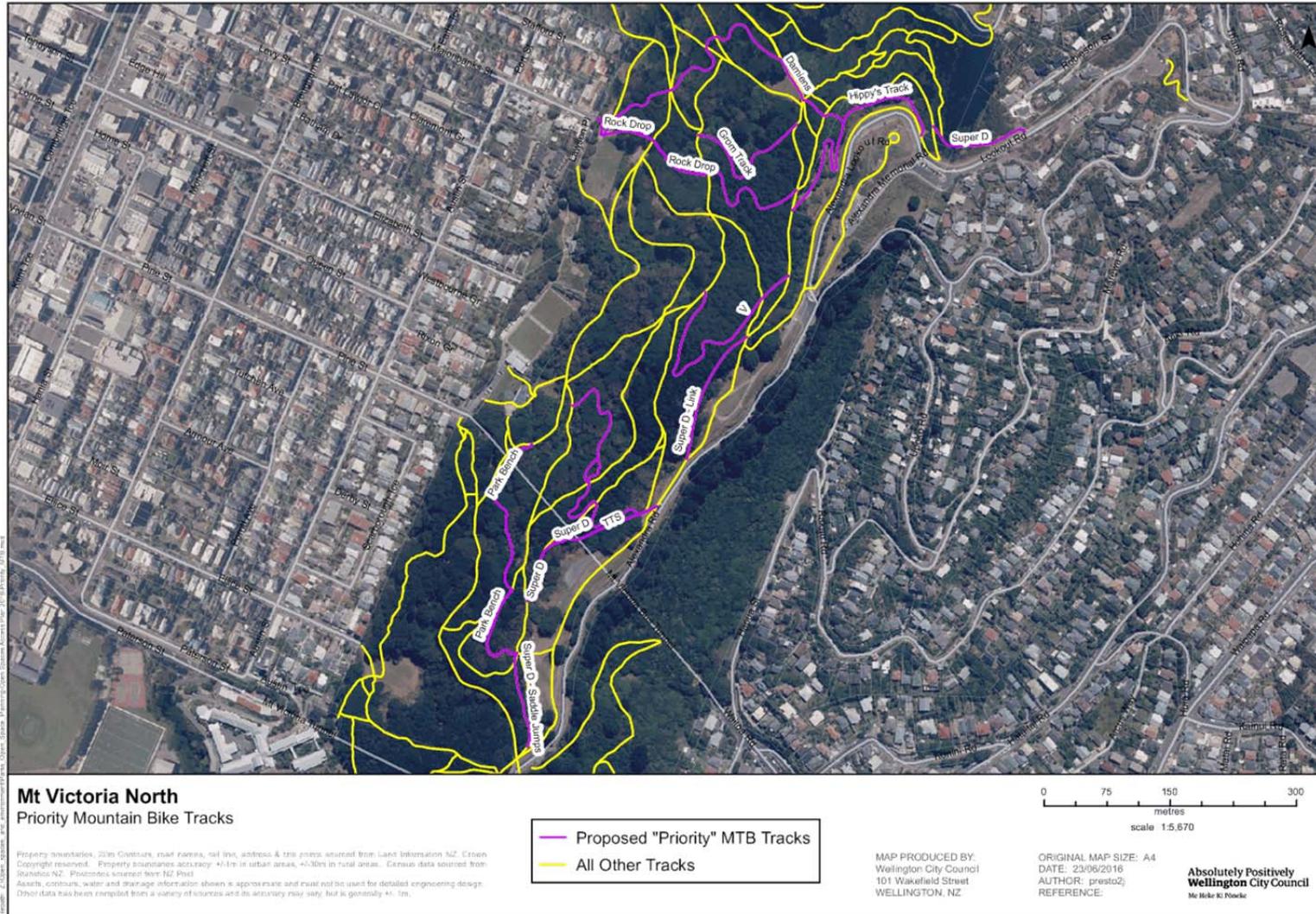


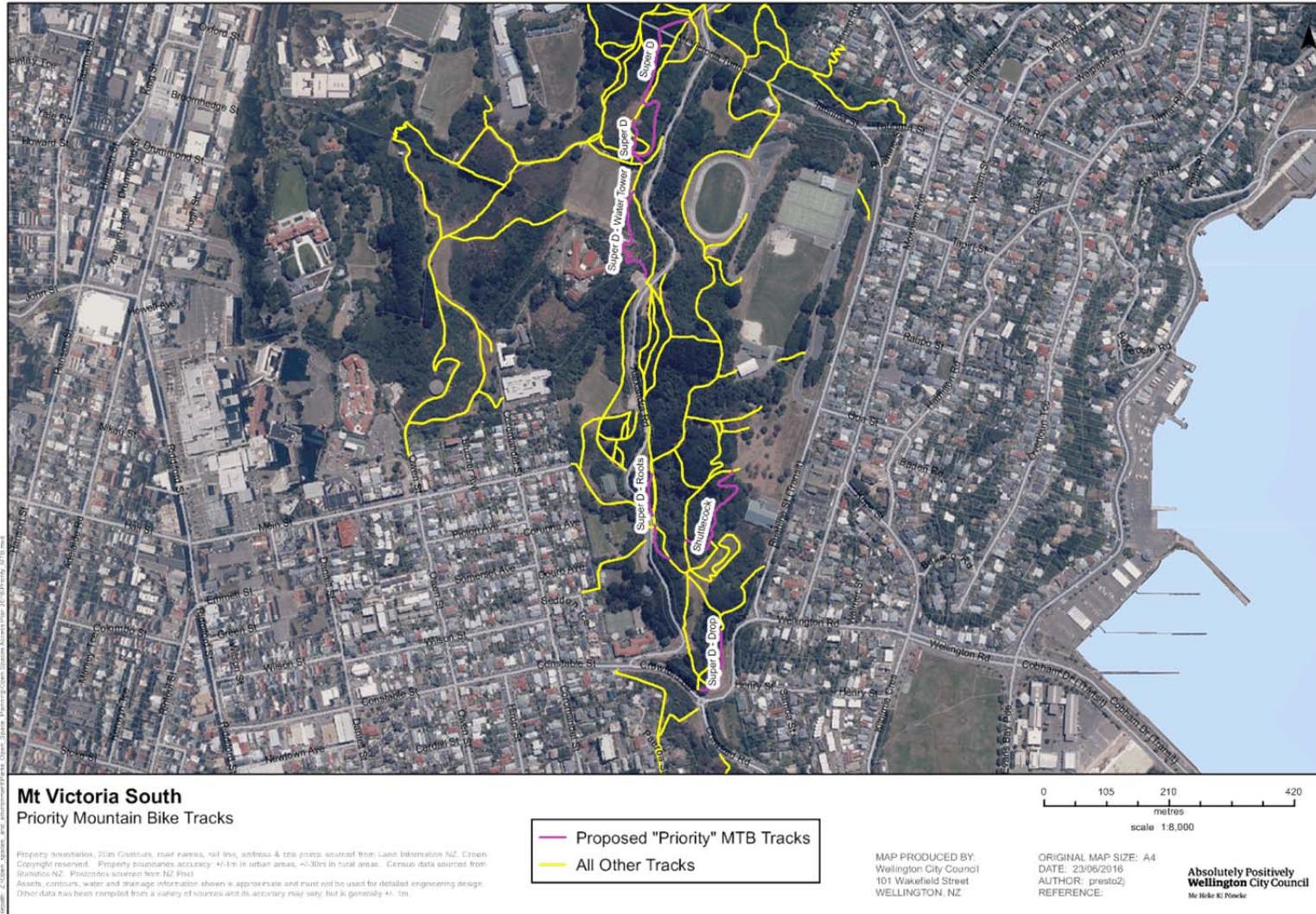


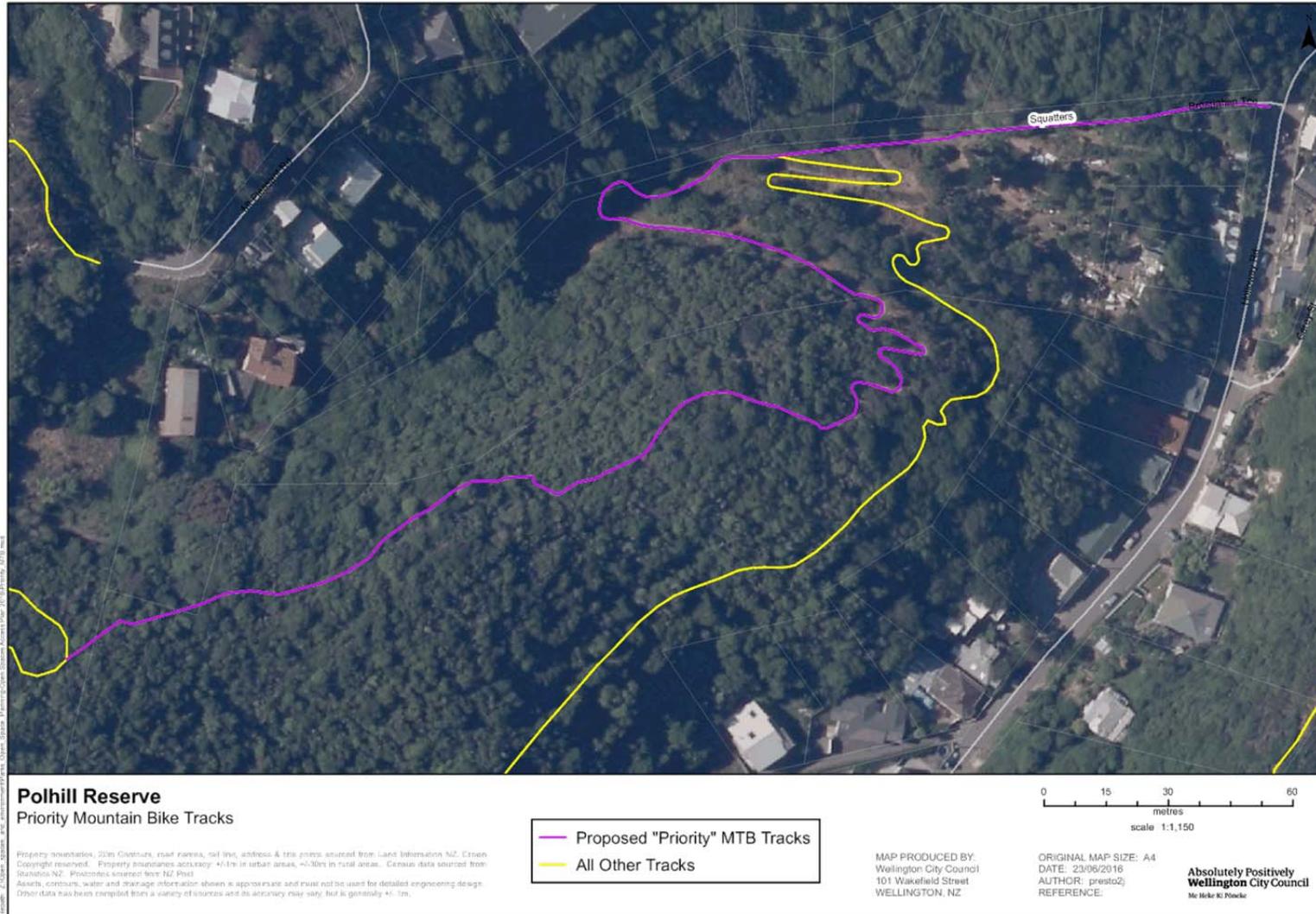


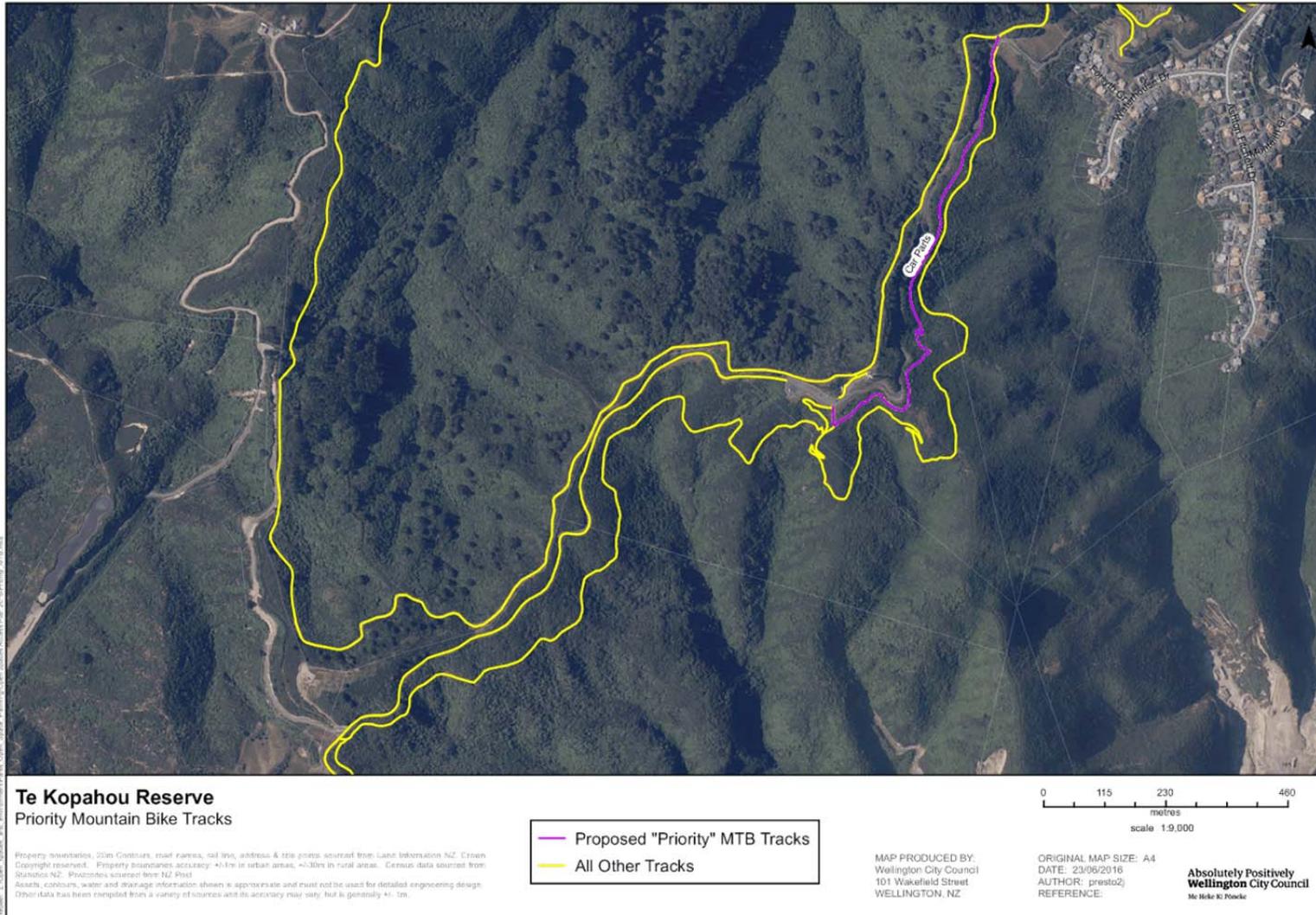


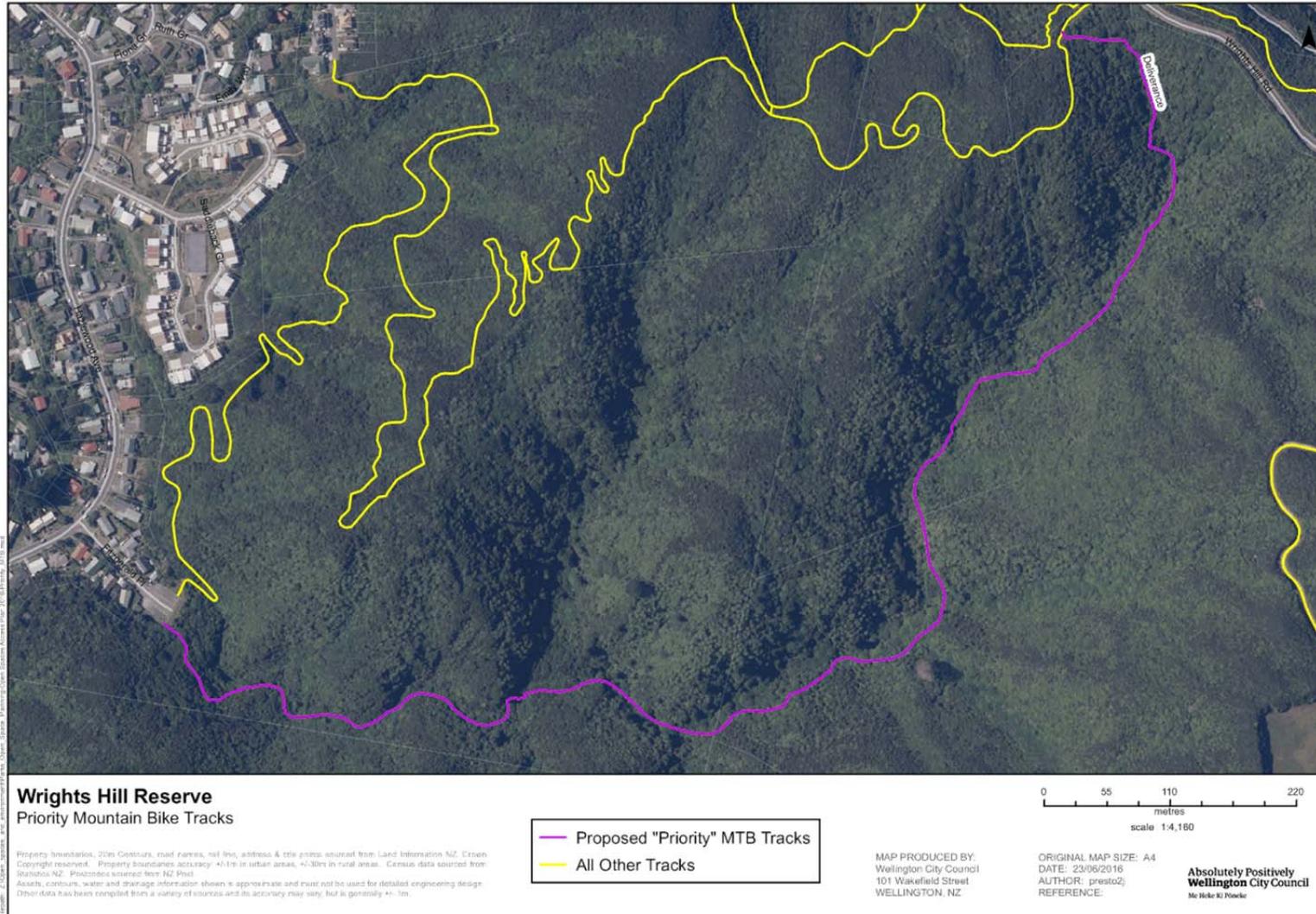












~~DRAFT~~ OPEN SPACE
ACCESS PLAN

PLAN FOR THE MANAGEMENT OF THE OPEN
SPACE ACCESS NETWORK

~~JUNE~~ SEPTEMBER 2016



Oruaiti Reserve and Wellington Harbour looking north

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1. INTRODUCTION

Most cities have large urban parks for public recreation, or areas of open space on the urban fringe for tramping, bush walks and biking. Wellington has a unique network, embedded within the city structure and Wellington Town Belt, running out through the suburbs to the Outer Green Belt and beyond into the rural environment.

The track network offers benefits for the entire community and caters for a wide range of interests and abilities.

Environmental benefits

- Promotes community awareness and appreciation of the natural environment
- Develops public understanding of the principles and value of conservation
- Promotes walking, cycling and running as viable modes of transport
- Enriches the experiences of visitors through education and interpretation

Social benefits

- Contributes to the livability of the community and is part of the local culture
- Facilitates community interaction and recreation
- Improved health

Recreational benefits

- Opportunities for free, accessible recreational activity for a broad section of the community
- Increased recreational opportunities for a broad section of the community
- Opportunities for risk, adventure, remoteness and solitude

Track users include walkers with limited mobility, wheelchair users, walkers who use tracks for recreation or to access a specific destination, walkers with dogs, family walkers with young children and pushchairs, walkers who want solitude and a natural environment, trampers, runners/joggers, mountain bikers, power prammers (mountain buggy users), family mountain bikers, commuters, tourists, environmental education users, horse riders, and recreational vehicle drivers. Each user group has slightly different requirements and expectations.

1.1 WHAT IS THE OPEN SPACE ACCESS NETWORK?

The open space network is simply any route that runs through open space. It may be a specifically built road or track, may have evolved from use or have been adapted from a former farm track. The main categories of users are pedestrians, cyclists and vehicle users. This plan bases its classifications around these users.

There are many roads and vehicle tracks in Wellington that are vital to the network and are maintained for reasons other than, or in addition to, recreation access (for example, access to utilities). There is also a number of paper roads (legally a road but

as yet unbuilt), which may have some future significance for access. Roads and vehicle tracks are considered within this plan as part of the network, however, the design and standards of roads and tracks is not included within this document because of the specialist requirements.

Open spaces are the outdoor places around us that have:

- *ecological values* such as plants and animals and the habitats they live in
- *recreational values* that we appreciate and enjoy, including formal and informal sport, and active and passive activities
- *landscape values*, including patterns of landform, scenic beauty and sense of place
- *natural heritage values* inherent in places with cultural or historic significance.

It is necessary to manage access to the open space network. This includes balancing the needs of users with potential conflict between the users – for example, mountain bikers and walkers – as well as development of the network, while making sure we protect the ecological and landscape values.

1.2 HOW DO TRACKS FIT IN?

Tracks are a significant part of the Council's role in *Getting Everyone Active and Healthy*, a key outcome of *Our Capital Spaces – An Open Spaces and Recreation Framework For Wellington: 2013–23*. *Our Capital Spaces* focusses on providing accessible walking and cycling tracks within our open spaces. The Open Space and Access Plan's central theme is that recreation and leisure opportunities should be available to people of all ages and abilities. Tracks not only have a key role in providing many different age groups with a wide variety of opportunities, but also connect Wellingtonians (and visitors) to nature as part of recreation activities as outlined in *Our Natural Capital – Wellington's Biodiversity Strategy & Action Plan*.

The key strategic outcomes from *Our Capital Spaces* that relate to the track network include:

Outcome 1 – Getting everyone active and healthy

Focus: Awareness

- High-quality, consistent signs and appropriate entrances to make it easy for people to use our tracks, parks and other spaces
- Developing smart and easily accessed information to tell people about what's on offer – this includes use of digital media, such as interactive mapping of walking tracks and cycleways

Focus: Providing accessible walking and cycling tracks

- The Council plans to develop short, easily accessible walking and cycling tracks close to where people live

1.3 THE COUNCIL'S ROLE

The Council has an important role to play in providing a range of recreational opportunities and promoting public health. The open space access network provides opportunities for all ages, interests and abilities at minimal or no cost. *Our Capital Spaces* focusses on making the public more aware of the open spaces available to

them and promoting physical activity. Building and supporting active living environments is one way to provide greater opportunities for routine physical activity, as well as experiencing the natural environment. Well planned tracks are a great way to promote active living.

The track network needs to be actively promoted by the city, and publicised to provide users with high quality, accessible information about the network and education about the natural environment. This will also involve the Council monitoring use and customer satisfaction.

The Council has a Walking Policy (2008) and a Cycling Policy (2008) – their objectives are included in Appendix 12. These policies are integrated, where practicable, with the Open Space Access Plan, as well as part of other open space policy direction. For example, *Our Capital Spaces* includes an initiative to provide shorter and more accessible walking and bike tracks close to where people live, along with other initiatives (as mentioned in Section 1.2 above). *Our Capital Spaces* also identifies the need to seek opportunities for active transport routes through the network.

More recently, the Wellington Cycleways Master Plan (2015) and Cycling Framework (2015) have been developed. They both recognized the potential for off-road cycle routes through reserves. As stated in the Cycling Framework, proposals for off-road routes need to be consistent with relevant reserves management plans.

A 2014 report, *Integrating Road and Open Space Networks to Maximise Active Transport and Recreational Opportunities in Wellington*¹, identified a number of recommendations, including using technology to highlight off-road commuter routes. The report noted route signage would need to be consistent on both on-road and off-road sections. However, the report stated that not all cycle commuters wanted to travel off-road, as most want shallow gradients, even surfaces and direct routes. Commuter routes need to be wide, dual access (both directions) and shared use. Due to the topography of Wellington's open space, this is not always achievable.

The Council has integrated shared walking and cycling tracks through transport and open space networks, such as Ara Tawa Walkway and Grasslees Reserve and other reserves in Tawa. We also continue to implement the Great Harbour Way/Te Aranui o Pōneke. Other opportunities to formalise transport routes through the open space network include the Hataitai to City route via the Town Belt on Mount Victoria/ Matairangi.

There are also initiatives under way to promote linkages for visitors to the central city to the surrounding open space network and beyond. This includes signs, as well as web-based technologies. We will continue to explore technology as an information provider. There has also been work done to promote and enhance mountain biking within the city, and we have looked at opportunities to include cycleways and walkways from the suburbs to the central city.

We will continue to work with other councils and partners to ensure better integration and implementation of user-friendly commuter routes and recreation opportunities through the open space network, and to recognise current and potential economic benefits for the city and region.

¹ A combined Victoria University of Wellington and Wellington City Council document written by Kate Coles, February 2014.

The rules in this document are conditions for use and/or controls for the purpose of regulating the use of a public place under Part 5 of the Wellington Consolidated Bylaw 2008.

1.4 OTHER PROVIDERS

There are a number of other track providers within the greater Wellington region. Some tracks lead onto or cross private land. The Council will continue to work with landowners to facilitate access and assist with managing tracks and their use.

It is important to ensure integration with neighbouring territorial authorities that provide tracks within and bordering the Wellington city district, such as Hutt City and Porirua City Council and other providers such as the Department of Conservation and Greater Wellington Regional Council. Tracks that cross boundaries need to be continuous and consistent.

1.5 COMMUNITY TRAIL BUILDERS

It is acknowledged that around Wellington, the community, with the Council's guidance, has had a huge involvement in track planning, building and maintenance. The Council will continue to support these initiatives and to work with the community to improve access.

Wellington City is fortunate to have an active community of volunteers and working groups, including mountain bikers, walkers and runners. Wellington also has sponsorship from corporate bodies and other entities that help provide tracks and resources to ensure the trail network is enhanced. Wellington City Council wishes to recognise these groups for their time, resources that help make the network one of the best "urban" open space access networks in the world.

2. CURRENT TRACK NETWORK

Wellington City Council is responsible for an extensive and complex network of tracks located in parks and reserves across the city, and across private land, from Rangitatau Historic Reserve and Red Rocks in the south to Belmont Reserve and Spicer Forest at the northern city boundary.

Tracks that form part of the recognised track network have been established over many years and for many purposes. They provided pedestrian access over the Wellington Town Belt into the city or were used as local shortcuts. Some tracks started as farm roads. Others were built to satisfy the demand for informal recreation but have been gradually improved over time.

Changing demands have seen a recent shift towards tracks as a recreational resource in their own right. While the environment and destination are important, using the track itself is the primary experience.

2.1 STRENGTHS OF WELLINGTON'S TRACK NETWORK

- Provides opportunities to experience a unique and spectacular environment.
- A strong network of primary tracks (with the exception of the northern area) based on the linear ridgelines and valleys.
- A good local track system based on the Wellington Town Belt, the Outer Green Belt and open space.
- A strong system of recreational nodes due to the many public and private sporting facilities located in the Wellington Town Belt and other open space.
- The opportunity to provide a unique outdoor experience close to the urban environment due to the Wellington Town Belt, Outer Green Belt and other open spaces.

2.2 WEAKNESSES OF WELLINGTON'S TRACK NETWORK

- Inconsistent standards (for example, starts off at short walk standard but turns into tramping track standard within a single sector).
- Lack of secondary connectors.
- Uneven distribution.
- Some physical access points not legally secured.
- Poor entry/exit points.
- Poor design.

- Inconsistent signage.
- Few opportunities for people with limited mobility, visual impairment, young family groups and tourists outside the formal garden areas.
- Limited opportunities for horse riders and off-road vehicles.
- Incomplete tracks that end at no particular point.
- Lack of comprehensive maps, information and promotion.

2.3 OPPORTUNITIES FOR WELLINGTON'S NETWORK

The opportunities for Wellington's network surround the improvement of the existing network and extension of new tracks within the network. These specific opportunities are discussed within Section 6 – Key Initiatives, Section 7 – Sector Information and the Implementation Plan.

There are also a number of Paper Roads² within the city that have potential to be used as part of the open space access network.

2.4 THREATS TO WELLINGTON'S NETWORK

- Unlawful/informal track building.
- Conflict of uses.
- Poor design and/or harsh conditions leading to deterioration.
- Developments ending or dissecting access.
- Private landowners disallowing access to tracks on private land.
- Inadequate maintenance.
- User abuse of tracks.

2.5 Accessibility opportunities and constraints

The constraints of the current network for wheelchair access, and people with disabilities include:

- steep terrain (due to topography) and/or surface material of many tracks, which make them unusable for those with limited mobility
- inconsistent standards, for example some tracks – like the Khandallah Park entrance to the start of the climb to Mount Kaukau – start off as a sealed pathway and end up a steep walking track with steps
- conflict of use on some paths, for example walkers, runners and mountain bikes.
- poor design, for example exit and entry points
- poor and inconsistent signage.

Opportunities in the current and future networks for wheelchair access and people with disabilities include:

- listing the number and locations of paths and walkways that have sealed surfaces and flat pathways
- reviewing whether more accessible tracks need to be constructed.

² A paper road (or unformed road) is a legally recognised road that provides public access to a particular area

3. VISION

Wellington City Council wants to strengthen and improve the open space access network through a plan that will:

- provide outstanding opportunities for recreation and tourism within the open spaces of Wellington
- ensure that tracks provide for a wide range of user interests, skills, abilities and fitness levels within each area
- achieve a quality primary network accessing major destination points in Wellington and adjoining districts, and linking with an equitable distribution of secondary and local track networks and recreational facilities.
- provide a network of tracks that enables more residents to enjoy using the city's open space safely and appreciating the natural environment

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4. COMPONENTS OF THE NETWORK

There are two types of classification systems for access ways in Wellington. The first is the *network component*, which is the citywide web of access ways and how these fit together, and join the pedestrian and cycle transport networks. The second way of classifying tracks is the *track type*, which is based on the type of environment the access way is located in and how it is used. This affects the construction and the ease of use of the access way.

The **network component** can be described in terms of primary access ways, secondary connectors, local and facility networks and recreational nodes.

Primary access ways are key tracks in the city track network. They are a reflection of the pattern of development and the landforms and landscapes. They provide:

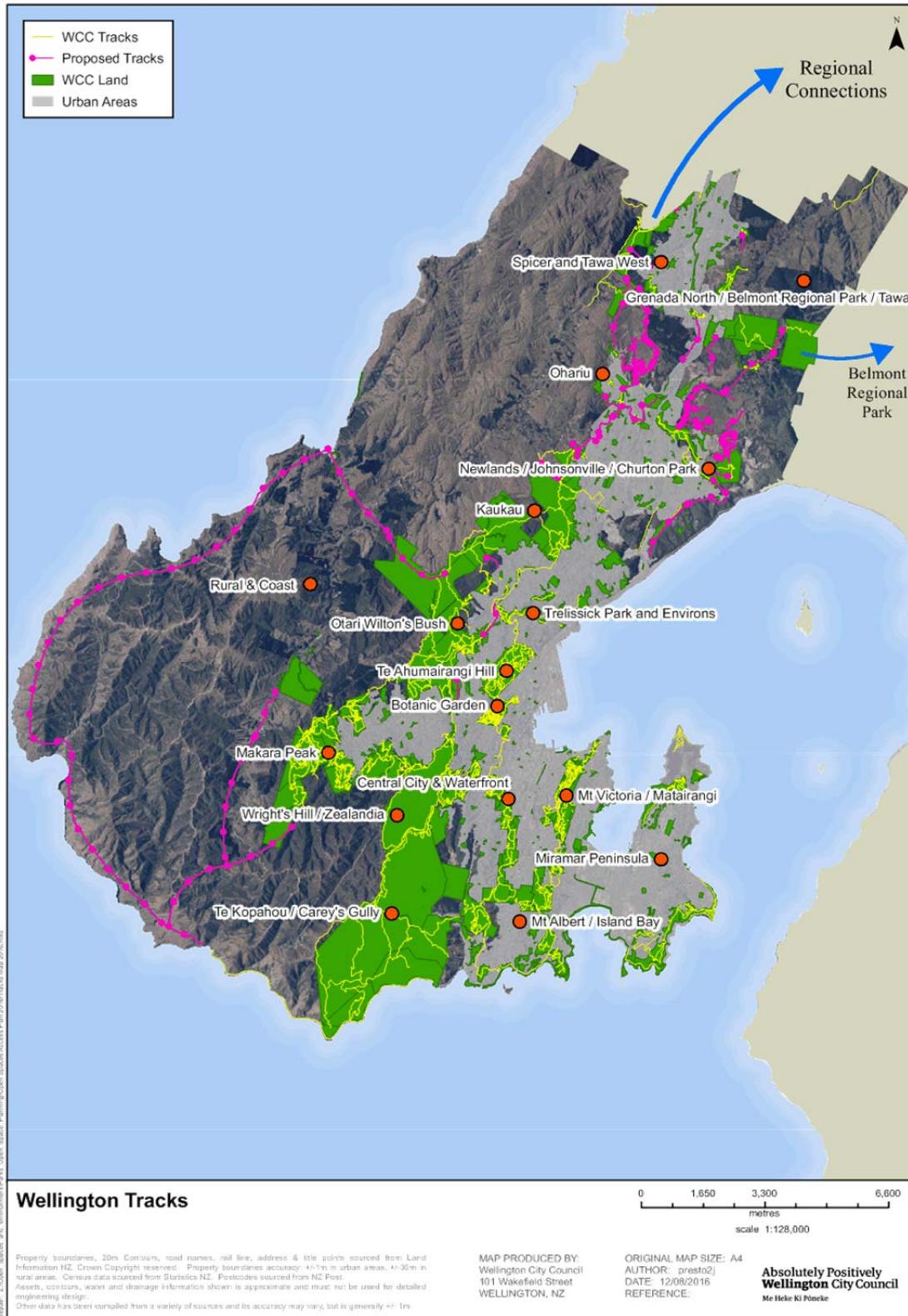
- access to major destinations, landmarks and lookouts
- access to places that people want to use for recreation, for example the coast, open hilltops and bush
- links with existing track systems.

Secondary connectors are lateral tracks that provide:

- access or links from the urban fringe into the primary track system
- “off ramps” so primary track users can go as far as their ability and time allows
- loop access for local users from the primary track or from a local access point.

Local and facility networks add interest to the network and provide more connection points. They give track users choice and variety. They are generally focus points for recreation such as the Wellington Botanic Garden. Zealandia is an example of a facility network.

Recreation nodes occur where tracks meet with other types of recreational facilities, such as play areas, sports fields, dog exercise areas and community halls/buildings.



5. NETWORK PRINCIPLES

These overarching principles apply to the whole network. All new tracks should be consistent with these principles.

Over the period of this plan, the existing network will be upgraded to comply with these principles; this will include track maintenance and the provision of suitable signage.

- A wide range of skill and fitness levels, abilities and interests will be catered for by the network.
- Key destinations will be able to be easily accessed from main entrances, where possible, and reflect the Accessible Wellington Action Plan.
- Some tracks within the network will be accessible to those with limited mobility, push chairs and wheelchairs.
- Tracks will be shared use, for example, by walkers and cyclists wherever this is appropriate. Tracks will be open for biking unless otherwise stated in this plan.
- The access network will be integrated with the wider city and regional networks, and the transport needs of pedestrians and cyclists.
- Where practicable, tracks will cater for demonstrated recreation demand. Demand will be assessed via a number of methods, including, but not limited to, surveys, user counts, and public requests for tracks.
- All tracks will be physically sustainable and require minimal long-term maintenance.
- All tracks will have minimal environmental impact, and where possible, avoid ecologically significant sites.
- Pest control, emergency services, and general management purposes will be catered for by the network, where appropriate.
- Tracks will be signed and maintained to defined standards, with significant hazards identified and/or mitigated.
- Designated tracks may be declared open for horse riding.
- ~~All tracks are closed to motorised vehicles except by special permission on a case-by-case basis and in accordance with policies within the Reserve Management Cluster Plans.~~
- Existing tracks suitable for motorised recreation can be used on a managed basis by clubs and organisations in accordance with Reserve Management Plans.
- Electric bikes will have restricted access. An electric bike (e-bike) is defined as a bicycle primarily pedal powered by human energy (pedal assist) and may be assisted by a maximum continuous rated electric motor power of up to 300

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watts (of battery power), as well as limited to 25km/h³. All other e-bikes are regarded as motorised vehicles. Refer Schedule D of this plan for tracks open to e-bikes use.

5.1 PRINCIPLES FOR ECOLOGICALLY SUSTAINABLE TRACKS

There are important considerations when providing public access to certain areas while preventing access to other areas, and making sure that important habitats are protected.

An Assessment of Environmental Effects should be conducted prior to any significant track work. This should include an assessment of the actual and potential effects on the environment, a description of available alternatives if effects are significant and a description of how any adverse effects may be avoided, remedied or mitigated. All track development should minimise disruption to natural ecosystems during construction and subsequent use.

Where it is not practical to protect vulnerable ecosystems and habitats, and environmental assessment shows that remediation and mitigation of impacts are not possible, then track development will not be allowed.

Tracks within Significant Ecological Sites (as outlined in Appendix 4 of Our Natural Capital) need particular consideration.

Tracks in these sites should:

1. Avoid acutely threatened ecosystems or habitats

- Ecosystems or habitats are classified as acutely threatened if there is less than 10% of the pre-1840 coverage of that ecosystem or habitat remaining. These ecosystems or habitats include areas of original forest (of which only 5% is left in Wellington) and streams.

2. Avoid known locations of threatened species and their habitats

- Tracks may degrade or fragment wildlife habitat, and can also alter the activities of nearby animals, causing avoidance behaviour. While most forms of track impact are limited to a narrow track corridor, disturbance of wildlife can extend considerably further into natural landscapes. Even localised disturbance can harm rare or endangered species.

3. Provide buffers to protect acutely threatened ecosystems or habitats

- Maintaining buffers between tracks and threatened ecosystems or habitats is essential to ensuring their long-term ecological health.

³ The 25km/h limit is based on the maximum speed the e-bike will travel before its motor cuts out. The bike may travel faster than this, but only when solely powered by pedal.

Irrespective of how well they are aligned and designed, tracks have an impact, including habitat fragmentation, soil compaction, damage to root systems, increased runoff and erosion, and introduction of weed species. The recommended buffer width will vary in response to a range of conditions.

4. Develop appropriately when tracks intersect with acutely threatened ecosystems or habitats

- On occasions, the development of tracks across, along, and within acutely threatened ecosystems or habitats can be acceptable. Access to these areas can form an integral part of educating the public about their value. This may result in a track along the edge of a threatened habitat, or a stream crossing, with appropriate mechanisms for protecting species of significance (such as boardwalks over tree roots and wetlands). This approach provides reasonable access while limiting the potential for environmental impact. In addition, any track development should follow best practice as outlined in City and Regional Plans.

5. Avoid or minimise impacts within the dripline of significant trees and avoid root disturbance

- Significant trees are any tree species that are threatened or uncommon in Wellington, or individuals that are unusual or uncommon within the site where development is proposed. These trees are often landmark features and should be protected. Some trees are more susceptible to damage than others and this should be taken into consideration.

6. Avoid the creation of canopy gaps in established tree canopy

- The creation of canopy gaps can alter the internal structure of the forest. Canopy gaps allow an increase in light as well as changes in moisture and wind levels, leading to differences in microclimate conditions. When the canopy is considered mature (at 6m), disturbance to that canopy should be avoided. To help achieve this, switchbacks should be avoided where practicable.

7. Avoid excess soil disturbance and retain organic material

Care should be taken to cause minimal disturbance to soil and surrounding vegetation (including root systems). Within acutely threatened ecosystems or habitats, excavated soil should be relocated, not sidecast. This will avoid negative impacts on surrounding vegetation and nearby waterways. Relocated material can be used to even out grades, cover tree roots, or fill steps and retaining walls. Leaf litter and cut native vegetation should be retained for spreading over exposed earthworks. This can reduce sediment runoff and contains an enormous amount of seed that will enhance restoration of the site.

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5.2 RECREATION USES

The Wellington region offers a wide variety of high quality mountain biking and walking/running opportunities that can be enjoyed by all age groups and levels of ability. In order to enhance those opportunities, the track network will be improved so that it:

- increases recreation and tourism opportunities by promoting and providing short walks and cycling loops
- improves access for users by providing consistent signage, smart and easy to access information, for example interactive mapping of tracks and appropriately marked entrances
- connects communities and recreational nodes
- provides alternative transport routes and connections
- engages park users in recreational experiences that also connect them to nature.

The open space access network provides for a range of track uses, including walking, running, tramping, mountain biking/cycling, horse riding and four-wheel driving. Each of these user-groups has a variety of needs that places demands on the network.

- Walkers and runners often seek a choice of interesting routes that are accessible throughout the year.
- Trampers enjoy varied terrain and accessible look-out points.
- Mountain bikers/cyclists seek inter-connected tracks that provide for a wide range of skills and abilities [that are accessible throughout the year.](#)
- Four-wheel drivers require clear information about where they can drive throughout the network.

Good information about permitted track uses both manages expectations and improves the safety of the track network for all track users.

To balance various user-group needs, the tracks will be managed in accordance with the following framework.

5.32 TRACK DESIGN

- All new tracks will be designed and constructed in a way that is consistent with the network principles (see 5 above).

5.43 TRACK NETWORKS

The criteria for setting track-work priorities, including new tracks, and track upgrades such as extensions or re-contours, are:

- *network significance* – contribution to the overall network
- *access, linkages, connectivity* – level of importance
- *demand* – level of public interest for the work to be done
- *diversity of uses* – breadth of uses catered for
- *associated risk* – level of legal difficulty such as easements
- *context factors* – other local factors such as development plans
- *strategic alignment* – contribution to other Council objectives.

[These criteria \(and weightings for setting track priorities are set out in Appendix 3 Open Space Access Implementation Plan](#)

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5.54 TRACK ASSESSMENT

- Shared-use tracks are preferred within the open space network to optimise usage rates. However, where there are safety issues or major conflict between users, for example fast bikes and walkers and /or runners, tracks may be prioritised for certain activities.
- In considering the suitability of developing a new track or changing the use of existing tracks, the following criteria will be taken into account.

- *Environmental impact* – tracks must be well planned and maintained, taking into consideration [the guiding principles in Section 5.1](#) and priorities and actions to protect and restore biodiversity in accordance with *Our Natural Capital (Wellington Biodiversity Strategy Action Plan 2015)*.

For tracks in ecologically significant sites, there are important design considerations that need to be taken into account. Where track development means protection of vulnerable indigenous biodiversity is not practical or possible, and/or environmental assessment shows that mitigation and remediation are not possible, then specific users will be excluded and/or directed elsewhere. This is especially true if the track is expected to see heavy use. Tracks with minimal impact may be suitable in these areas, such as tramping tracks or routes.

A review of the following environmental effects shall be conducted at the beginning of all significant track work planning. Tracks within ecologically significant sites need particular consideration.

Tracks in these sites should:

- protect prime bush remnants – there should be no new tracks within prime bush remnants
- protect significant vegetation – there should be no detrimental impacts on significant vegetation or threatened species
- protect significant trees – work should not be carried out within the dripline of significant trees and tree root disturbance should be avoided where possible
- keep track development at an appropriate distance from the stream channel to avoid negative impacts, for example through sedimentation
- keep the tree canopy intact and not create canopy gaps – this can be accomplished through good track design

- ensure that soil disturbance is minimised.

Regardless of whether a site is ecologically significant, any track development should minimise disruption to the natural environment.

- *User group conflict* – A track is unsuitable for shared use when conflict between users can't be mitigated.
- *Public safety* – Speed of travel must be controlled for safe, shared use of tracks. For example, bike speeds may be slowed using track construction methods such as tight corners, or “switchbacks”, and reverse gradient designs. If shared two-way use is not safe then consideration shall be given to separating potential user conflict.

Track suitability dictates that a number of tracks and areas are closed to mountain biking/cycling (refer Schedule A on page 24-16 or www.wellington.govt.nz for the updated list). These tracks and areas are reserved for walkers to facilitate quiet contemplative outdoor experiences. Reviews of track status will be carried out when implementing track upgrades as part of this plan and/or reserve management plans, or as new proposals for opportunities, where additional funding is required.

When there are significant safety, environmental and/or user conflict issues that cannot be managed, Council officers will recommend closing a track or changing a use designation.

Specific-use tracks are those designed to meet the needs of a particular use. On these tracks, the priority belongs to the specific user group and other users must give way. Consideration will be given to specific use tracks, such as mountain bike park tracks, based on the merit of the recreational opportunity. The Council is generally supportive of the provision of such facilities provided there is a low user demand on the track and/or area by other open space users.

Exclusive use tracks are those designated as open for only one type of use, such as a specialist downhill or jump/free-ride track. Other users may be excluded from such areas in alignment with the public safety, environment impact and user group conflict criteria outlined above.

5.65 WALKING, RUNNING AND MOUNTAIN BIKING/CYCLING

Tracks are open to walkers, runners and mountain bikers/cyclists unless declared closed for a specific purpose in accordance with this policy. The Council intends that use of the majority of tracks is shared between bikers, walkers and runners. In particular, easy mountain bike tracks and connector tracks are well suited as shared-use tracks. Opportunities to increase the number of these tracks may be investigated as new initiatives through the draft annual plan process.

5.65.1 Information and education

Information for track users is available on the Council's website. Council officers will update this information, which includes maps of open tracks, limited mobility tracks, dog exercise areas ([Council's Dog Policy 2003 can be found here, this document guides the location of dog exercises areas](#)) and information about tracks closed to mountain bikers/cyclists and a Mountain Biker's Code.⁴ The Mountain Biker's Code outlines expectations about mountain biker/cyclist behaviour towards walkers and other users. This voluntary code states that mountain bikers should respect others and give way to people on foot unless it is a priority or exclusive use area for mountain bikers. The code can be found at <http://www.doc.govt.nz/mountain-bikers-code>

Shared use tracks provide optimal accessibility for open space network users. They also encourage users to develop an understanding and respect for other user group needs and rights. Track design and signage improvements will be made where possible to reduce the incidence of user conflict.

Walking and running are recreational activities that are accessible to almost everyone. Opportunities are being sought wherever possible within the open space network for tracks that can also be used by older persons, people with limited mobility, push chairs and wheelchair users.

5.66.2 Walking, running, equestrian and biking events

Council approval is required for walking, running, equestrian mountain bike and cycling events. Approval is required to ensure that the Council is satisfied that risk of damage and other legacy issues are properly managed.

Written applications must include:

- a comprehensive safety plan
- estimates of the number of anticipated participants, officials and spectators
- wet weather arrangements
- the impact on regular users
- likely damage and cost of repairs
- an agreed plotted track course
- requirements for car parking, toilets and other facilities
- a public safety and awareness plan (see 5.5.2.1 below)
- a signage plan – (see 5.5.2.2 below)

⁴ The Mountain Biker's Code has been developed by Mountain Bike New Zealand in liaison with the Department of Conservation and other key stakeholders. It is a voluntary code of behaviour that is self-monitored.

- an assessment of the environmental effects of the event, such as track damage or vegetation removal, and means of minimising them.

The Council will process applications for events and notify applicants of the outcome within 20 working days. Successful applicants will be required to do the following.

- Complete a site visit of the proposed course with a Council officer.
- Pay the Council a refundable bond. The bond amount will depend on the scale and the potential impact of the event. The cost of any remedial work the Council needs to carry out on the site at the conclusion of the event will be deducted from the bond prior to repayment of any remainder.
- Pay a race fee for holding the event. The Council may charge a race fee to reflect the opportunity cost of the use of public space. Any fees will be used to enhance or maintain the wider track network.

5.56.2.1 Public safety and awareness

- The event organiser must give notice to the public 14 working days prior to the event by signage at key entry points to the event area.
- The event organiser must provide written notification to all immediate neighbours to the event area 7 days prior to the event.
- The event organiser is required to provide a sufficient number of marshals and adequate signage to ensure the safety of event participants and other users of the area.

5.56.2.2 Signage

- All event signage must be approved by Council officers prior to the event.
- All signage will be at the expense of the event organiser.
- All signage will be removed promptly by the event organiser after the event.

Heavy or prolonged rainfall prior to the event may mean Council officers need to require the event organiser to postpone the event. Event postponements or cancellations are at the discretion of the Parks, Sport and Recreation Manager.

5.67 MOTORISED VEHICLES

The roads and vehicle tracks in open spaces, including parks and reserves, form an essential part of the open space access network. They provide vital access to recreation areas and are critical for operational management such as pest control, vegetation management, volunteer schemes and fire control.

5.6.1 Motorised vehicle access

- Motorised vehicle-based recreation is not permitted in reserves, except in accordance with reserve management plans.
- Signage and physical barriers shall advise of motorised vehicle access restrictions in open space areas.
- Clubs may request motorised vehicle-based access permits from the Council for organised events, providing that all vehicles are registered and warranted.

5.78 HORSES

Tracks and open spaces are generally closed to horses due to potential track damage and the incompatibility of horse riding with other track uses. Horse riding is best suited to dedicated specific-use tracks and areas. The Council may investigate horse riding demand and explore the suitability of tracks and open space areas for horses in accordance with this policy (see 5.1–5.4 above and Public Places Bylaw clause 20). Areas of open space land and tracks declared open to horses are listed in Schedule **B-D** of this policy (page 205 or www.wellington.govt.nz for updated list).

5.89 Electric bikes

Electric bikes (e-bikes) are defined in Section 5 – Network Principles. E-bikes provide a wide range of people access and the ability to use and enjoy open spaces, while meeting their health and fitness needs. E-bikes have grown in popularity in recent years, including commuter and mountain type e-bikes.

In New Zealand, power-assisted cycles fitted with electric auxiliary propulsion motors with a combined maximum power output not exceeding 300 watt are not considered motor vehicles and are defined as conventional cycles.

When considering the use of e-bikes within our reserves consideration has been given to the following.

- Public safety – based on speed of travel and level of use.
- User group conflict and enjoyment – based on whether a track is unsuitable to be shared when social conflict can't be mitigated. The two main considerations include:
 - sightlines – ensuring there is time for the rider and other users to pass safely
 - width of path – ensuring there is space for other users to be easily be passed (or pass) should the sightline be limited.
- Environmental impacts – whether there will be an increase in erosion, damage to tracks and/or increased disturbance to wildlife as a result of use.

From the above criteria, e-bikes use will be limited to suitable commuter link tracks (from the suburbs roading network through the open space network), some mountain bike tracks, and where a clear sightline and/or a width to ensure conflict between users is mitigated.

The tracks opened to e-bikes are listed in Schedule D. This list of tracks and will be updated with deletions/additions by officers at the conclusion of any review process and posted on the Council's website. Please refer to www.wellington.govt.nz

SCHEDULE A:
OPEN SPACE AREAS AND TRACKS CLOSED
TO MOUNTAIN BIKING/CYCLING

(last updated April 2016)

Due to the location and design of some tracks, conflicts occur between user groups. In some places, to ensure public safety, help minimise conflict between users and enhance the user experience for walkers and runners, some parks and the tracks within them will be closed to mountain biking and cyclists, including the following.

- Berhampore Golf Course
- Bolton Street Memorial Park
- Eastern Walkway
- Hue Te Taka (Moa Point)
- Huntleigh Park
- Izard Park
- Johnston Hill Reserve (loop walks)
- Katherine Mansfield Park, Thorndon
- Kelburn Park Exercise Track
- Khandallah Park/Johnsonville Park, excluding Skyline Walkway (from Sirsi Crescent to Kau Kau and Old Coach Road to Kau Kau summit track)
- Larsen Crescent Reserve, Tawa
- Otari-Wilton's Bush
- Queens Park (including Goldies Brae)
- Redwood Bush Reserve, Tawa
- Southern Walkway (Oriental Bay to Palliser Road section)
- Te Ahumairangi Hill (apart from the Northern Walkway track, Huntingdon Street to Ridgeline track, the Ridgeline track, West-East Connector track, Grant Road track)
- Trellissick Park
- Truby King Park, Melrose (apart from the sealed driveway)
- Waimapihi Reserve (and connecting tracks to Polhill)
- Wellington Botanic Garden (except the road around Anderson Park from Glenmore Street to Kinross Street and the designated 10kph path from Upland Road to Salamanca Road)
- Wilf Mexted Scenic Reserve, Tawa

The list of tracks and areas closed to mountain biking will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to www.wellington.govt.nz

SCHEDULE B:
OPEN SPACE AREAS AND TRACKS THAT HAVE A
PRIORITY USE FOR MOUNTAIN BIKES

(developed April 2016)

Due to the location and design of some tracks, conflicts occur between user groups. In some places, to ensure public safety, help minimise conflict between users and enhance the mountain bikers' experience, some tracks will have mountain bike priority use.

In the table below, mountain bike tracks are identified as priority-use tracks for mountain bikes. This means that walkers and runners are expected to give way to mountain bikers and that the tracks have been designed for a mountain biking experience and may be difficult for many walkers

Signs will be installed to alert all users, for example: *CAUTION! Priority mountain bike track, recommended that walkers and runners use an alternative route.*

Park name	Track name
Centennial Reserve	<i>Solitary</i> <i>Jail Brake</i> <i>Dual Slalom</i>
Karori Park	<i>98Downhill</i>
Makara Peak	<i>All tracks</i>
Mount Victoria	<i>Hippy's</i> <i>Damien's</i> <i>Rock drop</i> <i>Gromm</i> <i>V</i> <i>Roots</i> <i>Park bench</i> <i>SuperD on Mt Alfred</i> <i>Water Tower</i> <i>Shuttle cock</i> <i>TTS</i> <i>Park Bench</i> <i>Bomb Hole</i>
Polhill	<i>Squatters (George Denton Track)</i> <i>Serendipity</i>
Te Kopahou	<i>Carparts</i>
Wrights Hill	<i>Deliverance</i>

The list of priority tracks for mountain bikes will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to www.wellington.govt.nz

SCHEDULE C:
OPEN SPACE AREAS AND TRACKS
THAT ARE APPROVED FOR E-BIKE USE
(developed April 2016)

E-bikes are defined under section 5 – Network principles

- Hataitai to City walkway (commuter link track)
- Newtown to Hataitai walkway (commuter link track)
- Te Ahumairangi Hill (commuter link track)
- Makara Peak Mountain Bike Park –~~all tracks down~~ downhill tracks north of Snake Charmer, ~~but and restricted to~~ uphill restricted to ~~the on the~~ 4WD tracks, (Not open to e-bikes: Koru, Sally Alley, Nikau, Leaping Lizard and Possum Bait Line, as these cannot be accessed from the 4WD tracks)
- Skyline Walkway from Makara Peak to Old Coach Road-, includes 4WD tracks at Chartwell and Sirsi Terrace
- Old Coach Road
- South coast (Te Kopahou) along coast line and the Tip Track and Red Rocks Track)
- Spicer Forest Road and through to Tawa (Chastudon Place) and Broken Hill Road, Porirua
- Sanctuary Fence Line ~~4WD track~~, through to Wrights Hills via 4WD tracks only

The list of tracks approved for e-bikes will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to www.wellington.govt.nz

SCHEDULE D:
OPEN SPACE AREAS AND TRACKS OPEN TO
HORSE RIDING

(last updated April 2016)

- Woodburn Reserve
- Old Coach Road, (Johnsonville – Ohariu Valley)
- Te Kopahou, south coast
- 944 Ohariu Valley Road
- Spicer Forest (selected tracks only)

Current leased horse grazing areas see Appendix 4

- Glenside Reserve
- Happy Valley (Tawatawa Reserve)
- Houghton Valley (Sinclair Park and Play Area)
- Chartwell Drive, Crofton Downs (Kilmister Block)
- 300 Makara Road, Makara
- 329 & 360 Makara Road, Makara

The list of tracks and grazing areas for horses will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to www.wellington.govt.nz

6. KEY INITIATIVES

The following six initiatives are proposals that will be aimed for over the life of this plan (10 years). Some are already occurring in parts, but others require negotiation over private land, which means there are risks involved in their implementation. The order of listing includes high, medium and low priorities. The priority rating is based on the following: significance within the network, linkage, connectivity, demand, diversity of use, associated risk of gaining legal access/easements and overall strategic alignment.

HIGH – The initiatives below make up a significant part of the open space track network, provide linkages and connections, are diverse in use, and have a positive impact on the strategic alignment of the current network.

➤ The Skyline Track

The Skyline Track is a visionary proposal. It is currently a 12-kilometre track that runs the length of Wellington City over some of Wellington's best-known hilltops on Te Wharangi Ridge within the Outer Green Belt. The main section still to be completed is between Old Coach Road and Spicer Forest.

This main axial connector provides:

- a purpose-designed track for walkers, runners and mountain bikers, where no one user group "owns" the track
- tracks for those seeking more rugged, challenging or extreme recreation than the existing local track network provides
- links with existing track systems to create a regional track network
- a range of recreational experiences on one continuous track.

➤ The Harbour Escarpment Walk

Although Ngauranga Gorge forms a deep division between Khandallah and Newlands, there is potential to link existing parks and reserve areas and create the harbour equivalent of the Skyline Walkway. The Harbour Escarpment Walk would be an exposed but exciting track starting at Waihinahina Park (formerly the Horokiwi landfill) in Newlands, running through to Ngauranga and along the coastal escarpment to Kaiwharawhara.

MEDIUM – The three track networks below have diversity of use and provide local and strategic linkages and connectivity. They have a positive impact on the strategic alignment of the current network.

➤ Great Harbour Way/Te Aranui o Pōneke

The Great Harbour Way/Te Aranui o Pōneke is a walking and cycling route around Te Whanganui-a-tara (Wellington Harbour), from Fitzroy Bay (Lower Hutt) in the east to Sinclair Head in the west. Though predominately along the roading network (within Wellington City boundaries) the route crosses parts of the open space network. Where the route passes the open space network, signage will need to be installed.

➤ The Rural Coastal Connection

A coastal track beginning at Owhiro Bay and continuing around the south-western coastline to Makara Beach would create a spectacular route that could be completed over several days (accommodation would be required) or done in sections with access from the rural hinterland. This track is a natural extension to the Te Aranui o Pōneke (Great Harbour Way) initiative. It relies on some landowner approvals before it can be realised. This track has also been highlighted as part of an "epic" route for mountain bike enthusiasts.

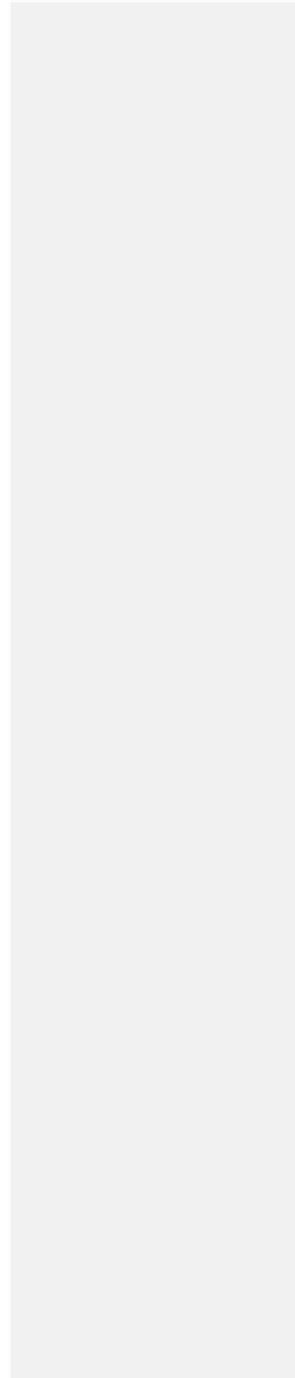
➤ **The East-West Connection – Otari to Makara**

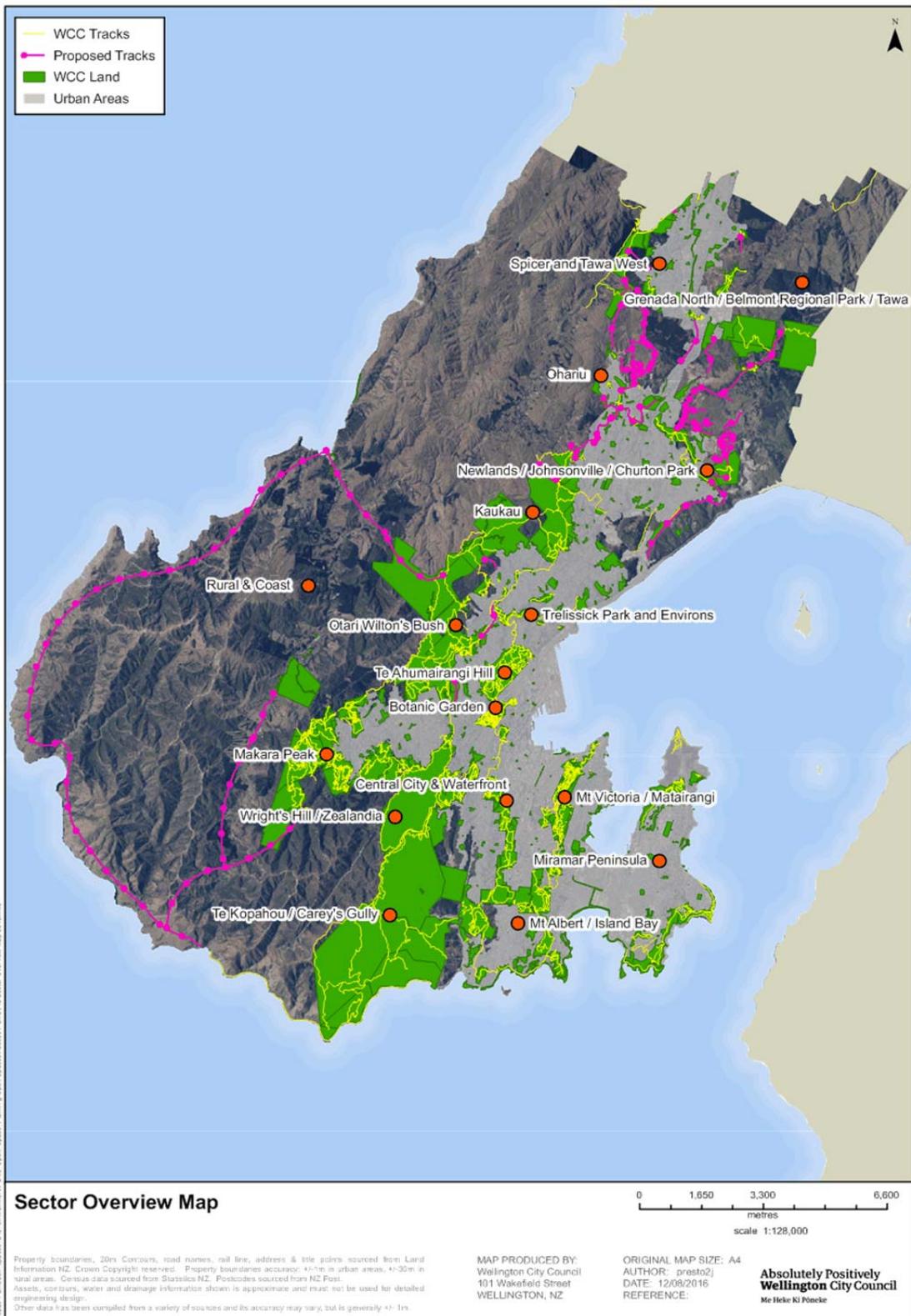
The Outer Green Belt has been regarded as a buffer or a barrier between urban and rural Wellington. The recently acquired Kilmister land has provided the opportunity for a cross-country connection – a track running from Otari-Wilton’s Bush across Te Wharangi Ridge to Makara Road and hence to the coast. An existing network of farm tracks and roads may mean that the track can be dual use.

LOW – Completing the initiative below will provide local and strategic linkages and connectivity. It has a limited impact on the strategic alignment of the current network.

➤ **Karori Stream Access**

Completion of the Karori Stream Track would create a gateway between Wellington and the south coast, a direct connection to the Rural Coastal Track and a link to South Makara Road. A paper road (legally a road but as yet unbuilt) runs alongside the stream and a formed vehicle track follows the stream from South Karori Road to the coast. The track beyond the end of South Karori Road is currently restricted and requires landowner agreement before the link can be finalised. There is potential for a primary all-weather track for a wide range of users.





7. SECTOR INFORMATION

The following information provides an overview of the various open space sectors, including a description of the secondary track network and the Te Araroa Trail. This section also gives a description of the tracks, including those recently constructed as part of the previous implementation plan (2008) and provides information on key objectives included in the new implementation plan.

7.1 SECTOR 1 – SPICER AND TAWA WEST

This sector, defined by the Spicer Ridge to the west, is identified in the Outer Green Belt Management Plan as the northern end of the Outer Green Belt. The eastern flanks, with pine and bush cover, form a backdrop to the communities of Redwood, Westhaven and Lindenvale and are very visible from Horokiwi Ridge across the Tawa valley.

There are new tracks in the area. There is a link to Colonial Knob via the Te Araroa Trail, connecting Ohariu Valley Road to Colonial Knob (Rangitahi) as well as a new link to Porirua City Council's Spicer Botanical Park, and a possible future link to 944 Ohariu Valley Road along the ridgeline to the south. A track from Tawa township to Spicer Forest through Tawa Bush Reserves via Chastudon Place links the urban areas with the Outer Green Belt. This is one component of a comprehensive landscape plan for Spicer Forest. This track network (linking parts of Wellington and Porirua cities) will continue to be developed. A loop track through Charles Duncan Reserve has also been created.

Redwood and Tawa bush reserves on the edge of the urban fringe have a limited track system, although there is an extensive network of informal tracks through these reserves and private land up to the ridgeline. The most developed tracks in this sector are short tracks in small local reserves, such as Larsen Crescent, Redwood Bush and Willowbank Park. These short walks complement the Tawa Valley Pathway (Ara Tawa) – a shared path network completed from Willowbank Park in the south to Kenepuru Railway Station to the north. These pathways link with a Porirua City Council shared-track initiative connecting to Porirua Railway Station and beyond.

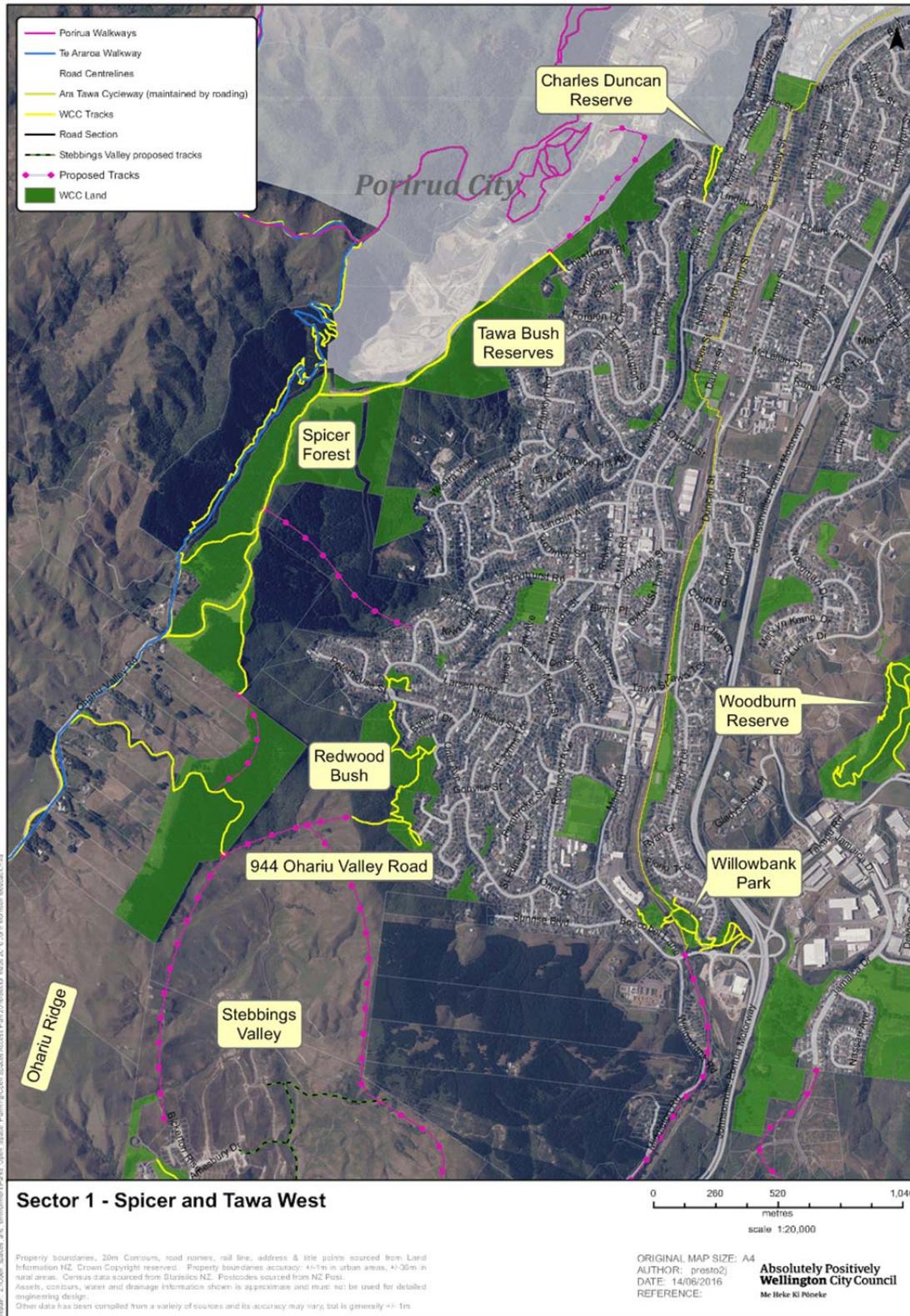
7.2 SECTOR 2 – OHARIU/CHURTON PARK

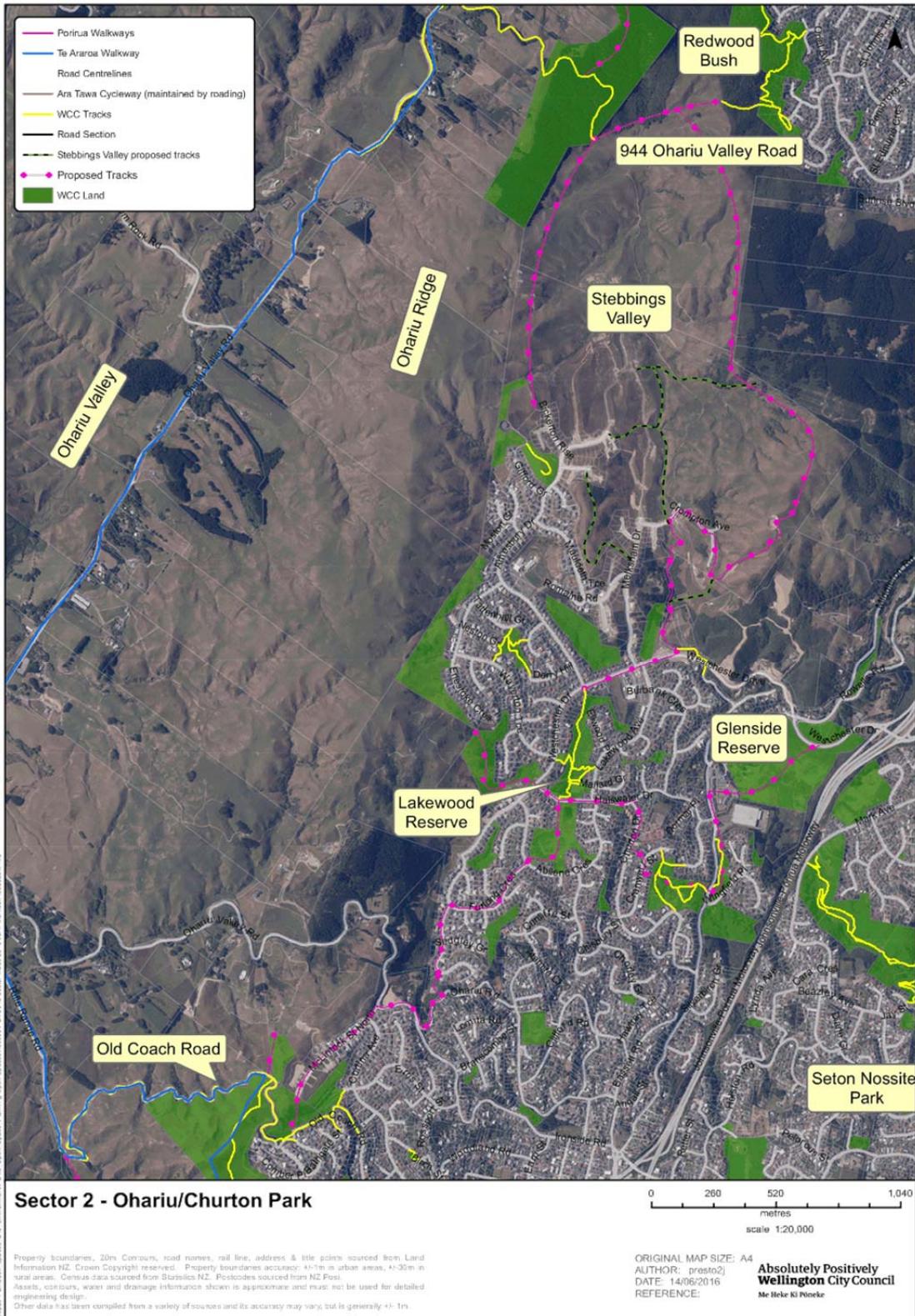
This sector covers Churton Park, Glenside and the Ohariu Valley areas of the Outer Green Belt. It links the Spicer sector with Mount Kaukau, and provides a clear physical and visual separation between the farmlands of Ohariu Valley and the urban growth area of Churton Park. The open, pasture-covered, gently undulating ridgeline of Ohariu Ridge is very visible from Newlands, Paparangi and Grenada across the valley and forms a natural backdrop to the local urban environment of Churton Park. Glenside, situated on the floor of the Porirua valley, is separated from Churton Park by Stebbings Valley and Marshall Ridge. Along Ohariu Ridge, land is in private ownership with no public access, although there is use of private land by horse riders. While the hills are mainly in pasture, there are small bush remnants in gullies alongside streams on the eastern slopes, some areas of pine plantation and early revegetation on ungrazed slopes close to the urban fringe, consisting mainly of gorse.

Reserves in Churton Park were specifically planned as part of the subdivision/development process. There are a number of short local tracks of a high standard but no track network or links outside the Churton Park community. Tracks lack diversity.

There is no existing track system in the Glenside community. There are no tracks in Johnsonville outside the Outer Green Belt area.

This sector is identified in the Northern Reserves Management Plan for investigation and developing new tracks between Stebbings and Ohariu Valley, as well as the Old Coach Road and Churton Park (Skyline North Track extension), including a link between Lakewood Reserve and the neighbourhood centre.





7.3 SECTOR 3 – KAUKAU

This sector runs from Old Coach Road on the northern slopes of Mount Kaukau through to Huntleigh Park below the southern slopes of the Crow's Nest on the Outer Green Belt. It links Te Araroa Trail from Spicer via the Ohariu Valley. The Te Araroa Trail exits in Ngaio, Sector 10 – Trelissick Park.

Mount Kaukau is a local and regional landmark, a high point in a distinctive ridgeline that is very familiar to residents of the western suburbs. While the tops of the ridge were grazed, the slopes below Mount Kaukau were left in bush, creating a strong visual presence in an otherwise pastoral landscape. The landscape is now changing, with much of the hillside ungrazed and in the early stages of natural regeneration.

Mount Kaukau has long provided access to the "real outdoors" close to urban areas for walkers, trampers and runners. It is close to the communities of the western suburbs and accessible from Ngaio and Khandallah, with many entry points (both formal and informal) into the area. Mount Kaukau is a destination in itself and the variety of micro-environments such as sheltered urban forest, the exposed peak, sheltered grassed valleys and the extreme environment of the upper ridgeline means that it can be used in almost all weather.

While there is an extensive network of tracks with many access points into the area, they are inconsistent in their standard.

There is an opportunity to formalise a track from the end of Rifle Range Road and Old Coach Road through to Johnsonville Park to form a link track back to the start of Old Coach Road and Truscott Avenue on the Johnsonville side.

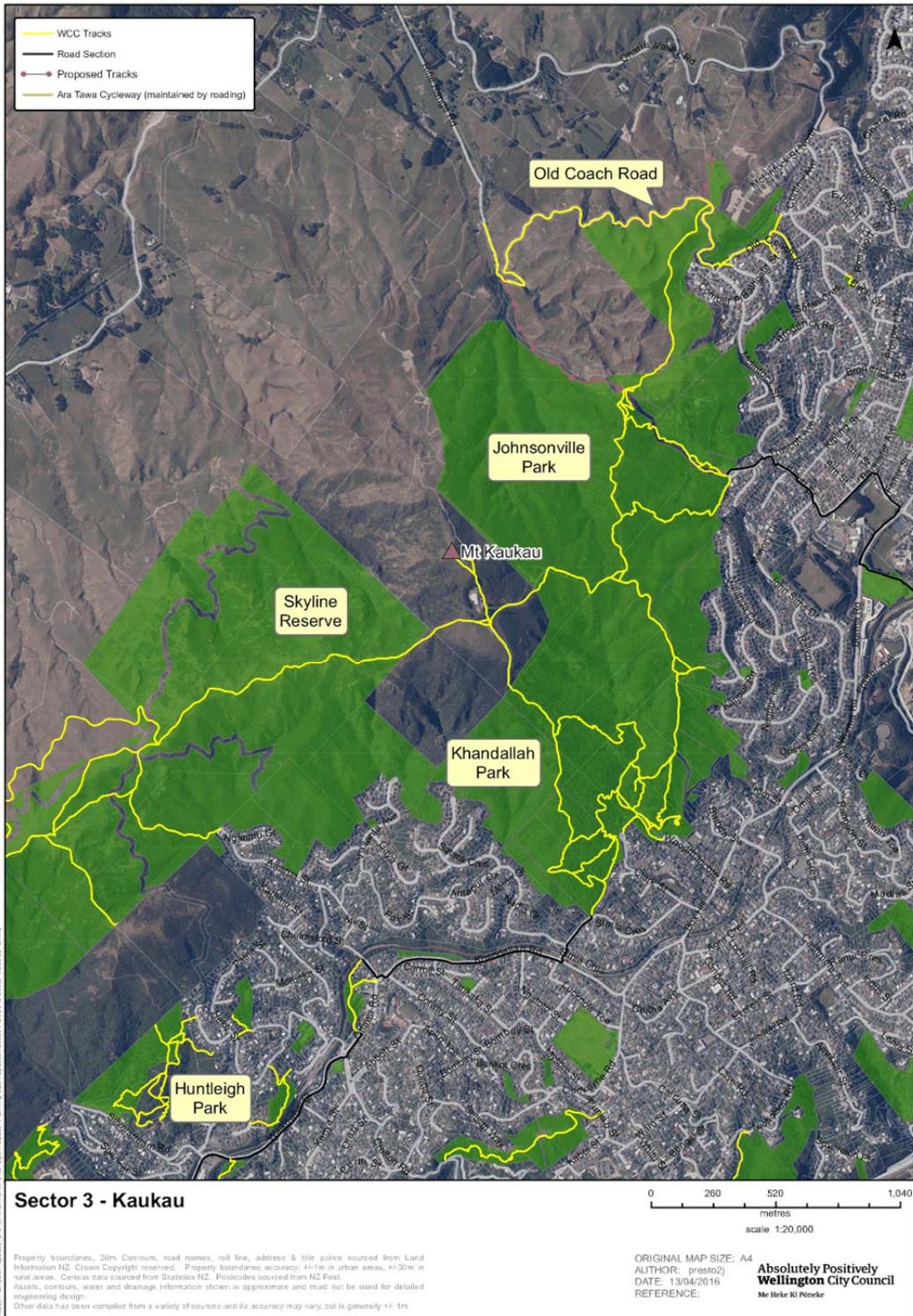
7.4 SECTOR 4 – OTARI-WILTON'S BUSH

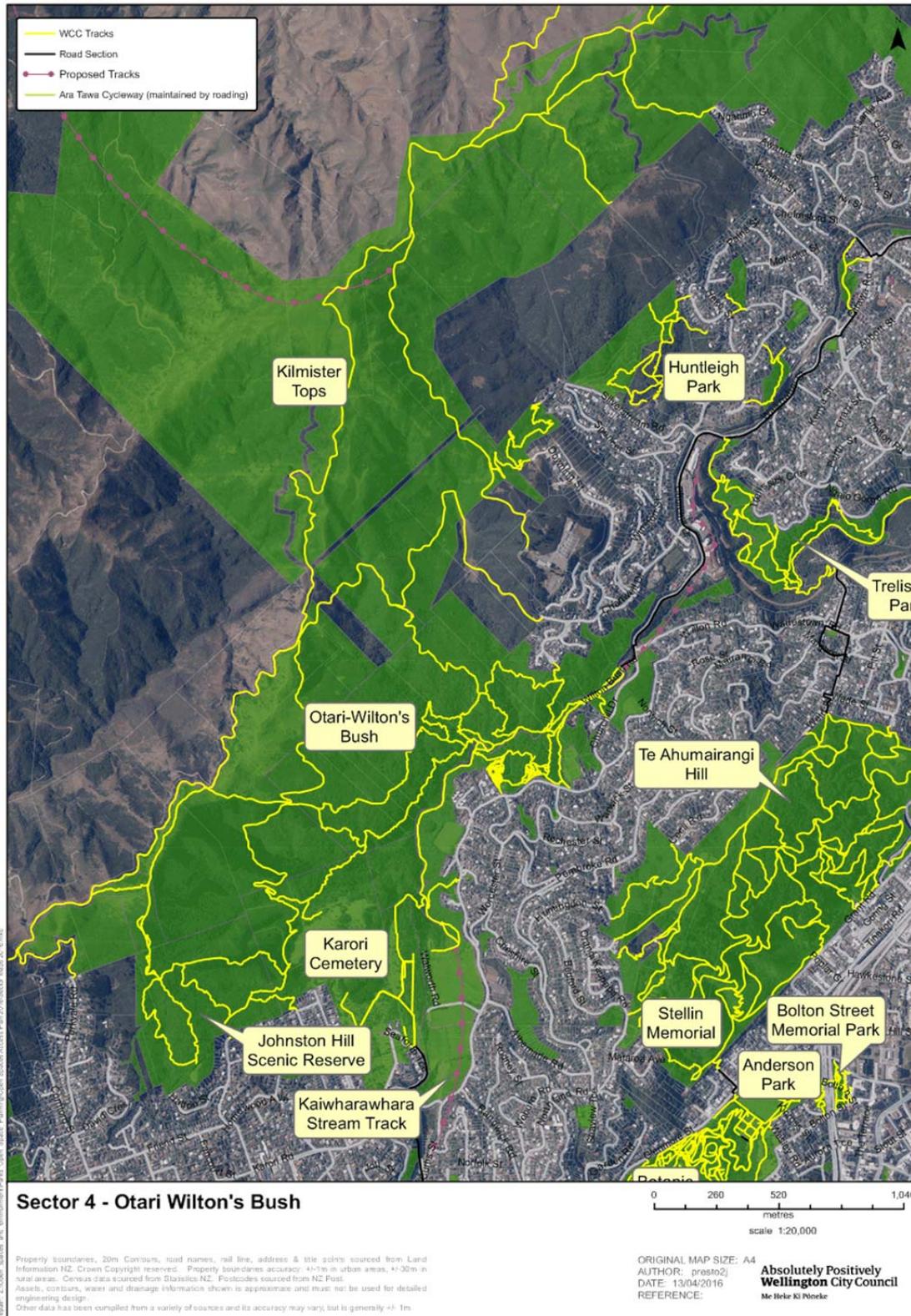
The focus of this sector is Otari Native Botanic Garden and Wilton's Bush Reserve (Otari-Wilton's Bush), which is nestled in the deep valley formed by the Kaiwharawhara Stream (also known as Te Mahanga Stream). Otari-Wilton's Bush fits discretely into the landform but areas of podocarp/northern rata forest are visually significant when viewed from Churchill Drive, parts of Wilton, Te Ahumairangi and further afield. Ngaio and Khandallah. The valley is contained by Te Ahumairangi and Te Wharangi Ridge (Kilmister Tops) on the skyline to the northwest, where the regenerating bush conceals the flat open tops of the ridgeline.

Otari-Wilton's Bush provides access into the wider Outer Green Belt and the rich vegetation on the lower slopes is part of the residential green backdrop. The area also provides facilities and destinations such as an information/education centre, canopy walkway, specialist gardens, and the Troup Picnic Area. There is also vehicle access to the Skyline Walkway at the Chartwell substation.

The existing track system provides a range of recreational experiences, from the formal bush walks of Otari-Wilton's Bush through regenerating bush to the open ridgelines, pine forest and Karori Cemetery. These tracks complement the formal recreational facilities such as sports grounds, skate ramps, the bike park and bowling club.

Otari-Wilton's Bush is managed under the Botanic Gardens of Wellington Management Plan. This has identified a number of future opportunities. These are also listed in the implementation plan. Outside Otari-Wilton's Bush, there is an extensive network of tracks – some designed but many constructed informally by users. The track system is variable throughout the network.





7.5 SECTOR 5 – MAKARA PEAK AND ENVIRONS

Makara Peak includes part of Te Wharangi, the main ridge to the north and west of Karori that runs from the southern flank of Makara Peak north towards Porirua Harbour. Here the ridgeline of the Outer Green Belt is broken by Karori Stream, which runs out to the south coast between Makara Peak and Wrights Hill.

In the last decade, Zealandia (the Karori Sanctuary Experience) has developed into a major conservation project and visitor attraction (see Sector 6). Makara Peak Mountain Bike Park is a regional facility for recreation, with a focus on mountain biking. [90% of Makara Peak's tracks are built and maintained by volunteers. Makara Supporters Group makes a major contribution to track maintenance and development.](#) It is managed under the Outer Green Belt Management Plan. A master plan for Makara Peak is being drafted in 2016 – this will provide guidance on the future of any additional tracks in the Makara Peak Mountain Bike Park.

Other tracks in this sector are a mix of old farm tracks, historic tracks that provide informal access to the Kilmister farm and Makara Hill and tracks in Karori Park. They are variable in quality. A plan for the western end of Karori Park has been developed – named the “wild side” of Karori Park. The plan proposed the development of a grade 2 shared track and rationalisation of the track network at the park.

There is also an initiative to complete the link (presently 4WD) between the formed end of South Makara Road and the south coast.

There is no local track network. The provision of the Skyline Track links two very different recreational areas and provides benefit to both.

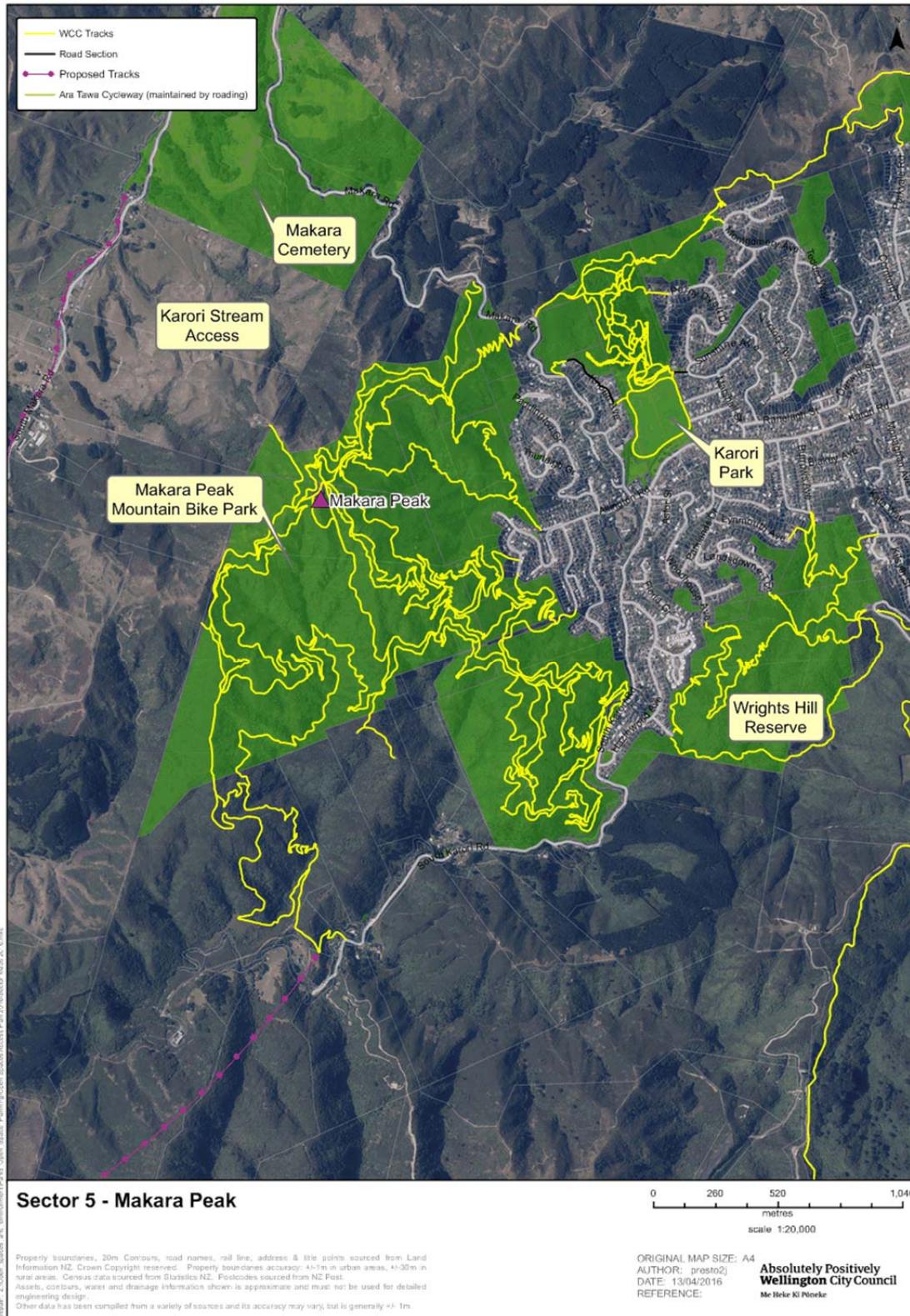
7.6 SECTOR 6 – WRIGHTS HILL / KARORI / ZEALANDIA

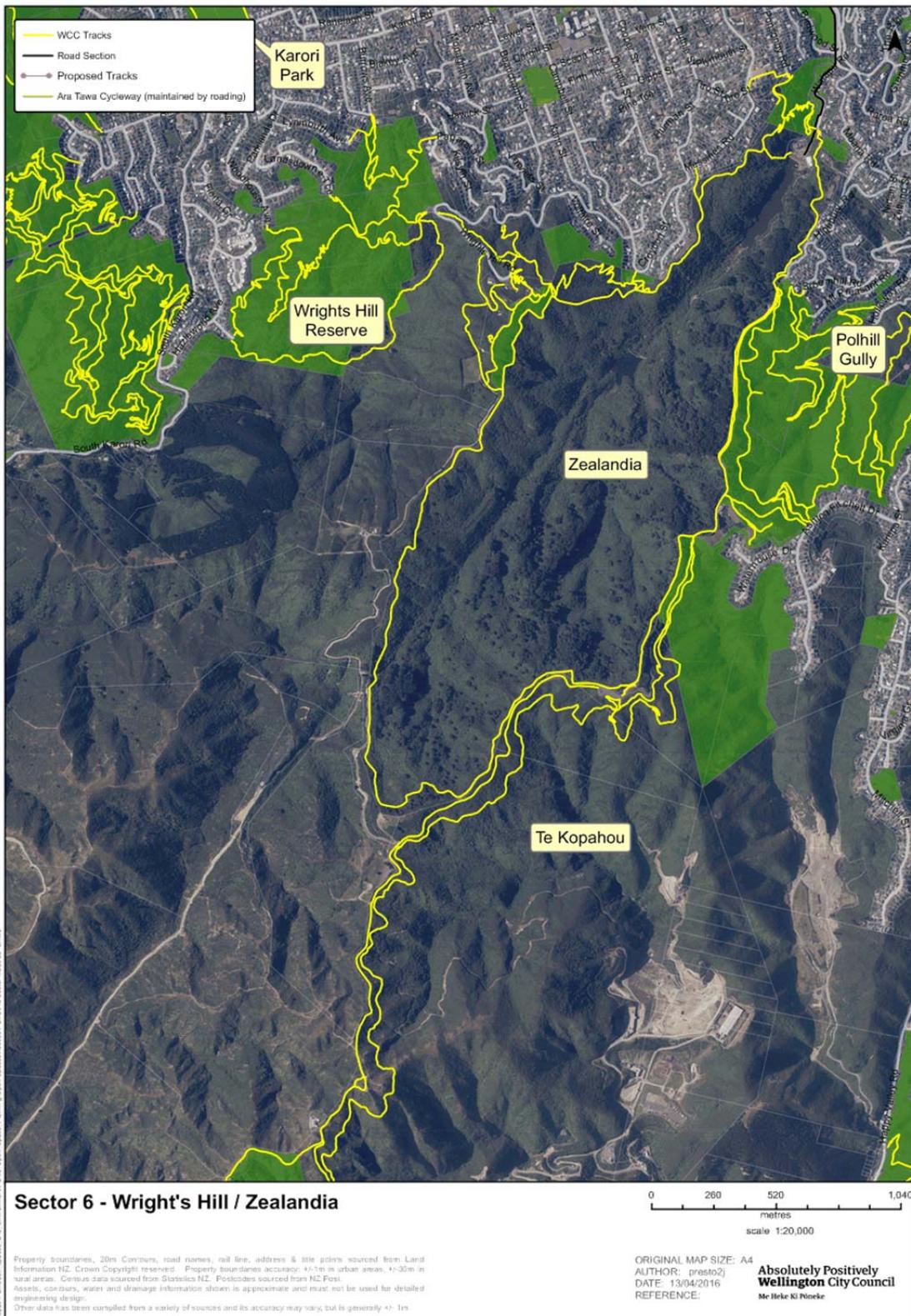
Wrights Hill forms the southern edge to the Karori basin, and is a local landmark with its distinctive flat-topped outline and scrub/pasture cover. The open west-facing slopes are a strong contrast to the sheltered, bush-clad slopes of the “ecological reservoir” that contains Zealandia (the Karori Sanctuary Experience) and the headwaters of the Kaiwharawhara Stream.

This sector has contrasting features – sheltered urban forest within the sanctuary as well as windswept inland ridgetops with plenty of recreational challenge. Wrights Hill has a series of tracks that focusses mainly on the World War II fortification system and lookout, and former links into the sanctuary valley.

Zealandia is not part of the city track system (with the exception of the boundary track). However, as a specific facility it has proved popular for a wide range of user groups. It has a combination of Department of Conservation and Sport and Recreation track standards using the first three grades: path with wheelchair access, walking track and buggy (generally without steps) and tramping track.

A number of new shared tracks have been developed in Polhill Gully Reserve, increasing access for walking, running and mountain biking in this area.





7.7 SECTOR 7 – TE KOPAHOU/CAREYS GULLY

Careys Gully is contained in the deeply divided, fissured ridge/valley system between Te Kopahou and Tawatawa ridges. It runs from a gully south of Ashton Fitchett Drive down to Sinclair Head/Te Rimurapa on the south coast. The high ridgeline is seen in profile from the eastern suburbs and forms a backdrop to both Island Bay and Happy Valley. Hawkins Hill is a city landmark.

Red Rocks/Pariwhero – Sinclair Head/Te Rimurapa is an important regional and local recreational destination and is the most rugged part of Wellington's iconic south coast. The development of a visitors centre and new entrance to the reserve has increased access for walkers and mountain bikers. Coastal erosion will further limit the use of off-road vehicles around the Red Rocks area. This is the most accessible track for the local and wider community, but the need for protection of the coastal ecology limits the range of user groups and potential recreational experiences.

4WD access is possible along the unformed legal road from the end of Owhiro Bay Parade to Karori Stream mouth.

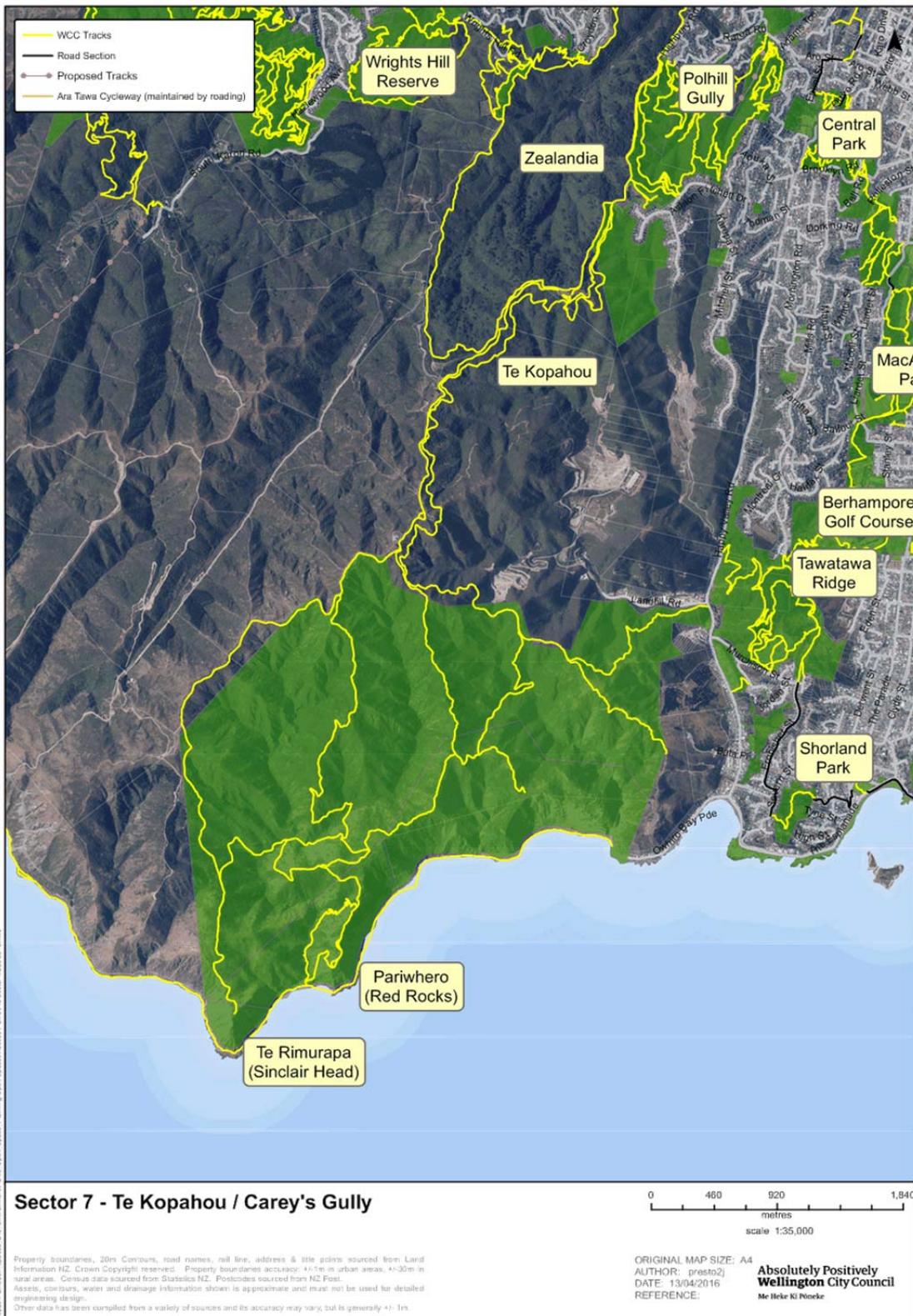
Future development of the Te Kopahou Reserves will be considered as part of the future master planning – an initiative of *Our Natural Capital*.

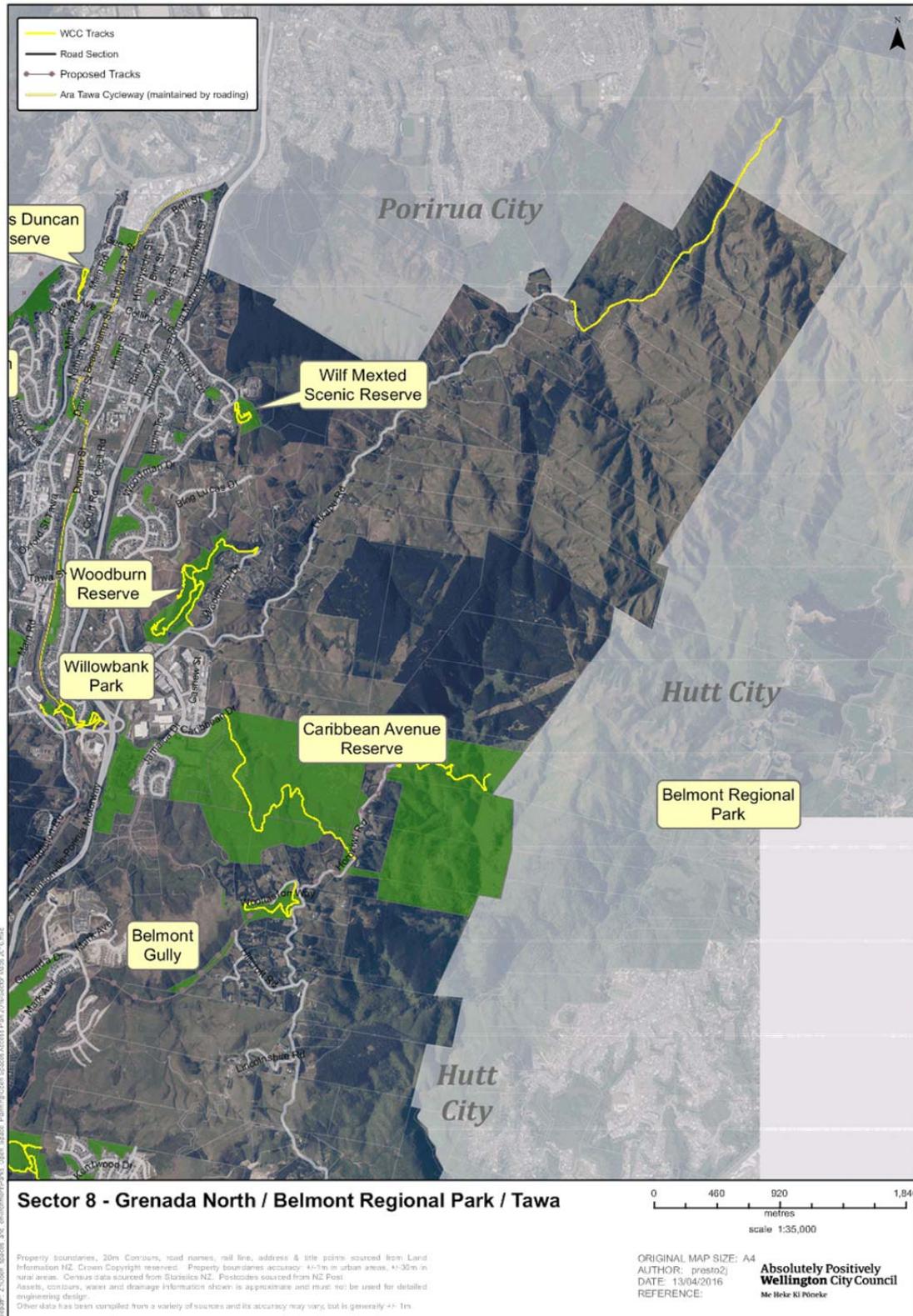
7.8 SECTOR 8 – GRENADA NORTH/BELMONT REGIONAL PARK/TAWA

This sector lies on the western slopes of the Horokiwi Ridge and contains a series of valley systems with grazing on ridges and spurs, and some regenerating bush in valleys. The motorway defines the western boundary of the sector and creates a strong artificial division along the valley floor between Tawa and Grenada North. However, through future subdivisions there will be opportunities to enhance the track network both here and in Stebbings Valley (section below). In particular, the current link from Caribbean Drive to Horokiwi could be extended into Belmont Regional Park with a future linkage down into the northern end of Lincolnshire Farm and down Belmont Stream into Scton Nossiter Park.

Willowbank Park has a local track network but separated from Grenada North/Belmont by the State Highway. Belmont Regional Park is just outside the area, and along the western side of the Tawa valley is the Outer Green Belt with the potential for a wide range of recreational activities. The open farmed hilltops may be exposed to the prevailing wind but they have the potential to provide a different range of recreational experiences, especially on the east side of the ridge. There are wonderful views over the northern section of the Outer Green Belt and the Hutt Valley from Horokiwi Ridge.

As part of key initiatives listed in Section 9, the Harbour Escarpment (towards Woodridge and Waihinahina in Memory of Dennis Duggan) and the northern network, including Grenada and Tawa, will help enhance the northern suburbs and provide links to Belmont Regional Park.





7.9 SECTOR 9 – NEWLANDS / JOHNSONVILLE / CHURTON PARK

Newlands is located on the western harbour hills, above the Porirua Stream valley and contained to the south by Ngauranga Gorge. This is an area of growth and expansion.

The track system in this sector is centred in Seton Nossiter Park. Though there are only a few tracks in other reserves and parks in Newlands, new links to neighbouring communities are being developed via reserves agreements with developers. An example is the new Lincolnshire Farm development at the northern end of Grenada Village, which includes a track that links into Seton Nossiter Park. While the future potential network is limited by the topography and the motorway system that runs through the heart of this sector, there are opportunities to link patches of remnant bush in gullies and around streams and creeks and to create a track system along the harbour escarpment.

The Harbour Escarpment is identified as one of the top six key initiatives. This track is planned to start at Waihinahina Park in Memory of Dennis Duggan (the former Horokiwi landfill) in Newlands, running through to Ngauranga and along the coastal escarpment to Kaiwharawhara.

~~Reserves in Churton Park were specifically planned as part of the subdivision/development process. There are a number of short local tracks of a high standard but no track network or links outside the Churton Park community. Tracks lack diversity. There is no existing track system in the Glonside community. There are no tracks in Johnsonville outside the Outer Green Belt area.~~

This sector includes the beginning of Te Aranui o Pōneke (the Great Harbour Way) route within Wellington City boundaries. The route enters from Hutt City where Horokiwi Road meets State Highway 2 and follows the motorway along the western harbour, past Ngauranga and along the Hutt Road to Kaiwharawhara. The National Cycleway will also follow this route as it enters Wellington City from the north.

7.10 SECTOR 10 – TRELISSICK PARK AND ENVIRONS

Trelissick Park lies in a deep gorge that separates Wadestown and Highland Park on the slopes of Te Ahumairangi Hill, from Ngaio. It contains a rich mix of regenerating forest, the railway line along the south and west boundaries, Ngaio Gorge Road on the northern boundary and the Korimako and Kaiwharawhara streams between them, that run along the base of the valley. During the building of the railway line, the Kaiwharawhara Stream was blocked and a tunnel blasted through the hillside to make a new stream link with Otari-Wilton's Bush. Trelissick Park creates an ecological corridor from the harbour to both the Outer Green Belt and the north-western suburbs.

~~Some tracks have existed within the park for many years but many were totally overgrown until reopened from the 1990s. Other new tracks have been formed. However, the steep sides of the gorge, railway embankment and the stream itself limit the network. The primary track forms part of the Northern Walkway and is a link (via the street network) between Te Ahumairangi and Mount Kaukau. Older tracks follow the stream or are remnants of historic access ways and construction routes. A portion of the Te Araroa Trail and the Sanctuary to Sea Walkway now also traverse the park. Major tracks tend to be wide and well-maintained but with varying gradients, frequent flights of steps, and problems with erosion and slips. There are several narrow tracks for local use. Tracks link the six access points into the park for walkers, only one~~

| [currently on the Wadestwon/Highland Park side](#)) and the park is closed to mountain bikers.

There are several smaller track systems in reserves around Ngaio and Kaiwharawhara.

Sector 10 includes a portion of the Te Araroa Trail that links with Section 3 – Kaukau to the north and Sector 11 – Te Ahumarangi to the south.

This sector also includes the Te Aranui o Pōneke (the Great Harbour Way) route from Kaiwharawhara, (along the Hutt Road) to Pipitea Marae along Thorndon Quay.

Future development of tracks in the area is considered within the Suburban Reserves Management Plan.





7.11 SECTOR 11 – TE AHUMAIRANGI HILL

Te Ahumairangi Hill is part of the Wellington Town Belt. Like most parts of the Town Belt, it is surrounded on all sides by the urban environment. It functions as an important “island” of green open space and is particularly important as the green backdrop to Thorndon and the central business district.

This sector includes a part of the Te Araroa Trail that links with Trelissick Park to the north and the Botanic Garden to the south.

An extensive network of tracks has existed for many years on Te Ahumairangi Hill. Some of the tracks may have had non-recreational origins and have been adapted for recreation. Many of the tracks have reasonably good form and do not appear to suffer from overuse, however, there is a multiplicity of tracks that can make navigation confusing. This has been improved through better interpretation and signage.

There is a variety of issues, including illegal mountain bike track building and riding.

Despite having an extensive track network and a strong “natural” environment quality, the area has relatively low use given its size and proximity to the central city. This may be a result of perceptions of the steep terrain in this area. The park gets good use during weekdays by workers from the central city.

7.12 SECTOR 12 – BOTANIC GARDEN

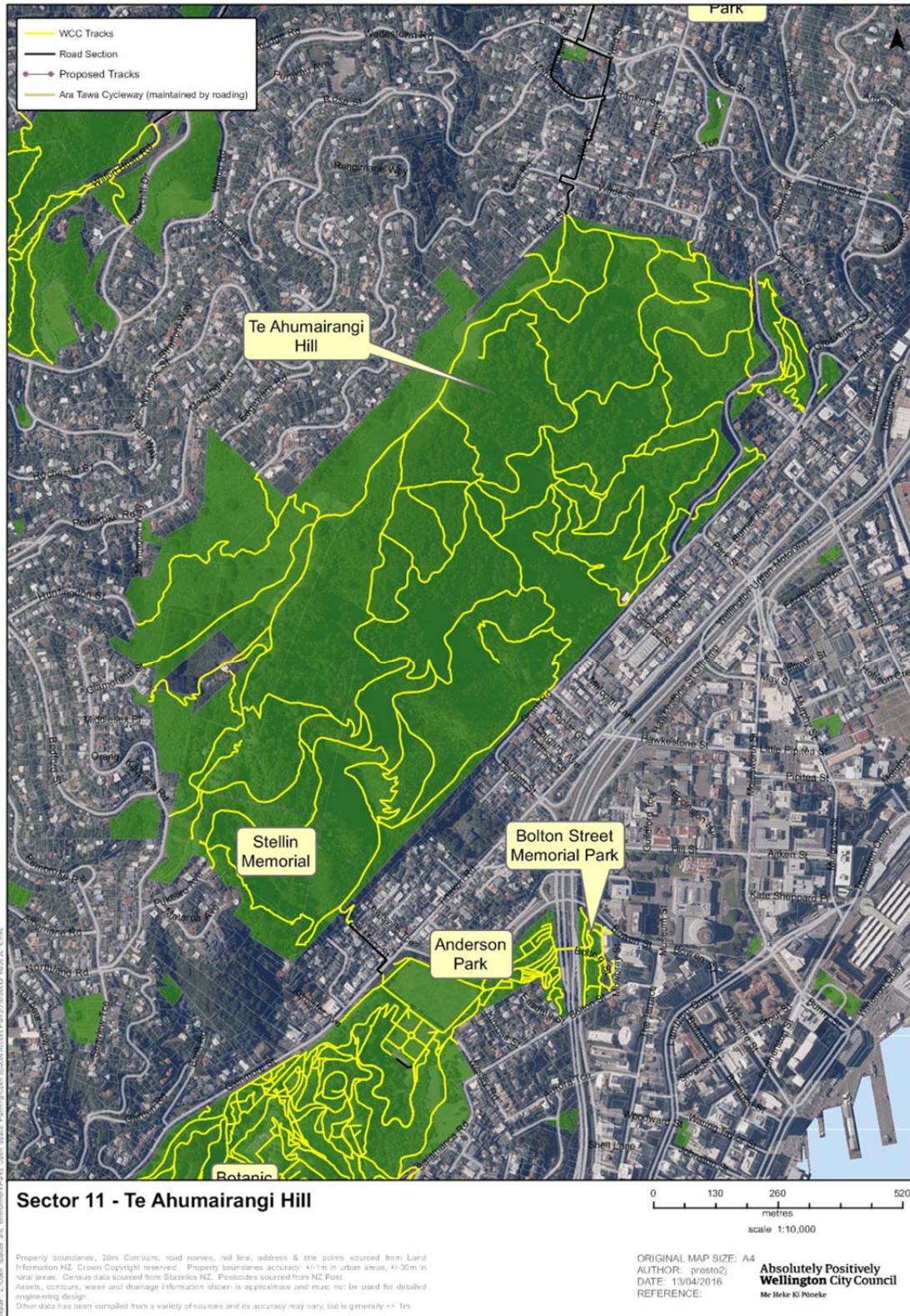
This sector includes Wellington Botanic Garden, Anderson Park, Bolton Street Cemetery and Kelburn Park. The Botanic Garden sector sits for the most part on the northwest facing side of the Pipitea Stream valley, with the artificial platform of Anderson Park tacked onto the side of the ridge. Bolton Street Cemetery and Kelburn Park link the park system to the central city and Victoria University.

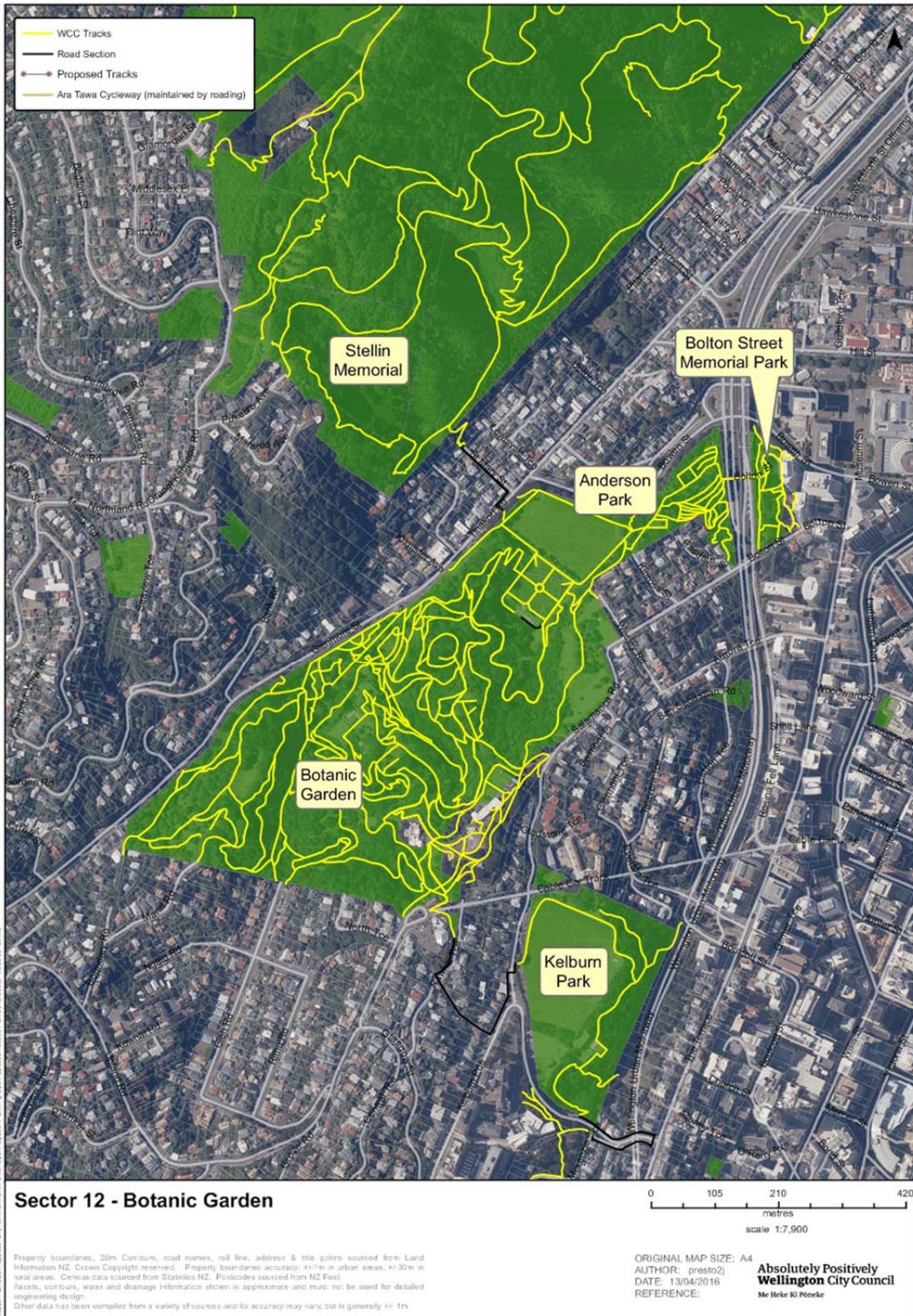
In a central city location, the Botanic Garden has numerous entry points with a well-established network of paths and accessible routes. In fact it draws people both for the attractions of the site and the overall accessibility. There are numerous destinations in the sector including features such as the rose garden, the Begonia House, the Tree House, the duck pond, the historic Bolton Street Cemetery, the children’s playground and the lookout at the top of the Cable Car, as well as the specialist gardens. The Botanic Garden provides a gentle, traditional recreational experience that most people are familiar with, and enjoy.

The Botanic Gardens of Wellington Management Plan 2014 for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park contains policies on access. Tracks are constantly upgraded to create pedestrian-friendly paths that link main features. Two theme or iconic walkway systems meet in this area. The Northern Walkway starts in the Botanic Garden and runs north through Te Ahumairangi to Johnsonville via Mount Kaukau. The City to Sea Walkway also starts within the Botanic Garden, passes through Kelburn Park to link with the Victoria University path network and then continues through the city to Island Bay.

Some future planning work in the Botanic Garden includes encouraging use of the Botanic Garden as a pedestrian commuter route and redesigning and improve wayfinding and walking links at entrances (for example, at the Cable Car) and through the gardens.

Te Araroa Trail runs through the Botanic Garden and exits into the city via the Bolton Street Cemetery.





7.13 SECTOR 13 – CENTRAL CITY and WATERFRONT

This sector is centred on the central and western arm of the Town Belt, an area that runs from the Berhampore Golf Course and MacAlister Park in the south to Central Park and Polhill Gully Recreation Reserve. The Town Belt runs along the mid slopes of the MacAlister Park spur/Brooklyn Hill and forms a green link between Brooklyn, Vogelstown, Berhampore, Newtown, Aro Valley and the central city. Intense residential development in these inner city suburbs and within the city itself has enhanced the value of this very accessible recreational resource.

This sector includes the waterfront promenade area of the central city from the Wellington Railway Station towards Te Papa and Oriental Parade. This area has developed over the years as a key commuter and recreational area. The waterfront promenade is a shared space with pedestrian priority.

Opportunities for the more challenging forms of walking, running and mountain biking exist around the Zealandia (Karori Wildlife Sanctuary) perimeter track, with access over into Wrights Hill and Makara Peak. This area is very accessible to local communities and there is strong potential for a high-grade access, with a potential dual-use track running the length of the Town Belt, with shorter loop tracks for local use. The City to Sea Walkway is one of the more prominent tracks in this area.

Te Araroa Trail enters the Central City Sector from Bowen Street. The track heads along Lambton Quay and Willis Street, until the Civic Centre. It then extends along the waterfront to the entrance of the Southern Walkway at Oriental Parade.

The Central City Sector includes Te Aranui o Pōneke (the Great Harbour Way) route from Pipitea Marae along Thorndon Quay into Bunny Street and then right into Waterloo Quay until Whitmore Street where the tracks follows the Wellington waterfront and Oriental Parade.

7.14 SECTOR 14 – MOUNT VICTORIA / MATAIRANGI

Mount Victoria /Matairangi is part of the Town Belt. It functions as an important “island” of green open space within a dense urban environment and is probably the most intensively used part of the Town Belt for track-based recreation.

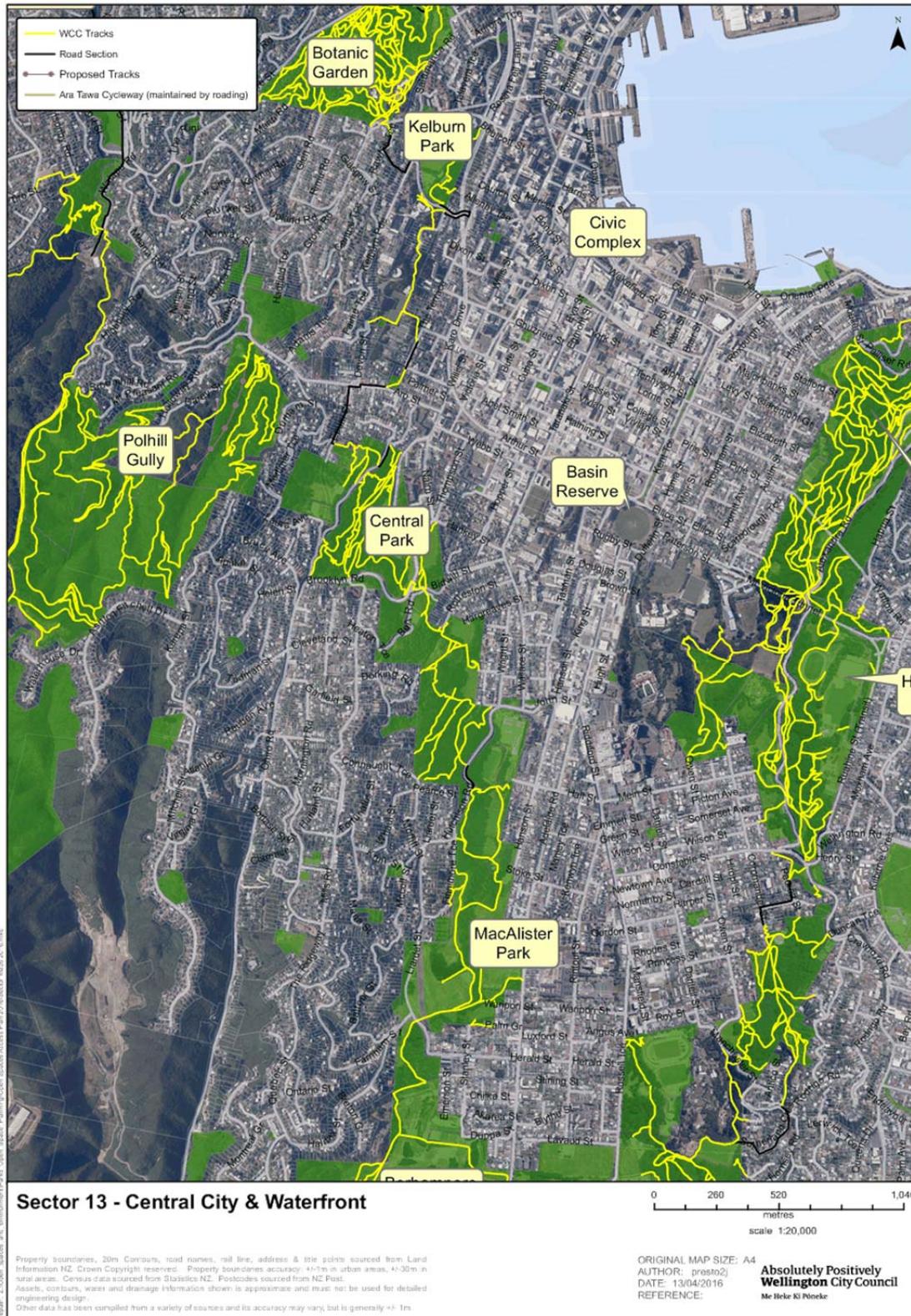
This areas falls under the Wellington Town Belt Management Plan 2013 and the Mount Victoria/Matairangi Master Plan 2015. The master plan includes a number initiatives listed in the implementation plan.

An extensive network of tracks has existed for many years on Mount Victoria. Many of the tracks probably had non-recreational origins but have been adapted and maintained for recreation, consistent with the Wellington Town Belt Management Plan.

The existing tracks lack the necessary coherence of a good recreation network – many being steep, poorly aligned, and of a poor standard preventing wider use by those with limited mobility or buggies. There is an opportunity to investigate and develop commuter links through this area to connect the eastern suburbs with the city centre.

Te Araroa Trail follows the Southern Walkway through this sector.

This sector also includes Te Aranui o Pōneke (the Great Harbour Way) route, which follows the coastline from the Wellington waterfront into Herd Street and Oriental Parade to Evans Bay Parade and along Cobham Drive.





7.13 SECTOR 13 – CENTRAL CITY and WATERFRONT

This sector is centred on the central and western arm of the Town Belt, an area that runs from the Berhampore Golf Course and MacAlister Park in the south to Central Park and Polhill Gully Recreation Reserve. The Town Belt runs along the mid slopes of the MacAlister Park spur/Brooklyn Hill and forms a green link between Brooklyn, Vogelstown, Berhampore, Newtown, Aro Valley and the central city. Intense residential development in these inner city suburbs and within the city itself has enhanced the value of this very accessible recreational resource.

This sector includes the waterfront promenade area of the central city from the Wellington Railway Station towards Te Papa and Oriental Parade. This area has developed over the years as a key commuter and recreational area. The waterfront promenade is a shared space with pedestrian priority.

Opportunities for the more challenging forms of walking, running and mountain biking exist around the Zealandia (Karori Wildlife Sanctuary) perimeter track, with access over into Wrights Hill and Makara Peak. This area is very accessible to local communities and there is strong potential for a high-grade access, with a potential dual-use track running the length of the Town Belt, with shorter loop tracks for local use. The City to Sea Walkway is one of the more prominent tracks in this area.

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This areas falls under the Wellington Town Belt Management Plan 2013 and the Mount Victoria/Matairangi Master Plan 2015. The master plan includes a number initiatives listed in the implementation plan.

An extensive network of tracks has existed for many years on Mount Victoria. Many of the tracks probably had non-recreational origins but have been adapted and maintained for recreation, consistent with the Wellington Town Belt Management Plan.

The existing tracks lack the necessary coherence of a good recreation network – many being steep, poorly aligned, and of a poor standard preventing wider use by those with limited mobility or buggies. There is an opportunity to investigate and develop commuter links through this area to connect the eastern suburbs with the city centre.

Te Araroa Trail follows the Southern Walkway through this sector.

in conjunction with the Crown. A master plan would be completed to identify the future track network.

This sector also includes the Te Aranui o Pōneke (the Great Harbour Way) route that follows the Miramar Peninsula coastline (clockwise) to Marina Parade. For cyclists the route follows roads through the Pass of Branda. An alternative pedestrian track continues along the coast into Oruaiti Reserve to Breaker Bay Road. The track then follows Breaker Bay Road around Mōa Point and past the southern end of the airport where it meets Lyall Bay Parade.





7.17 SECTOR 17 – WESTERN RURAL AND COAST

This sector is located west of the urban fringe, beyond the Outer Green Belt. It is a diverse and ruggedly beautiful landscape with limited areas of flat land and softer rolling hills, which are mainly found to the north in Ohariu Valley.

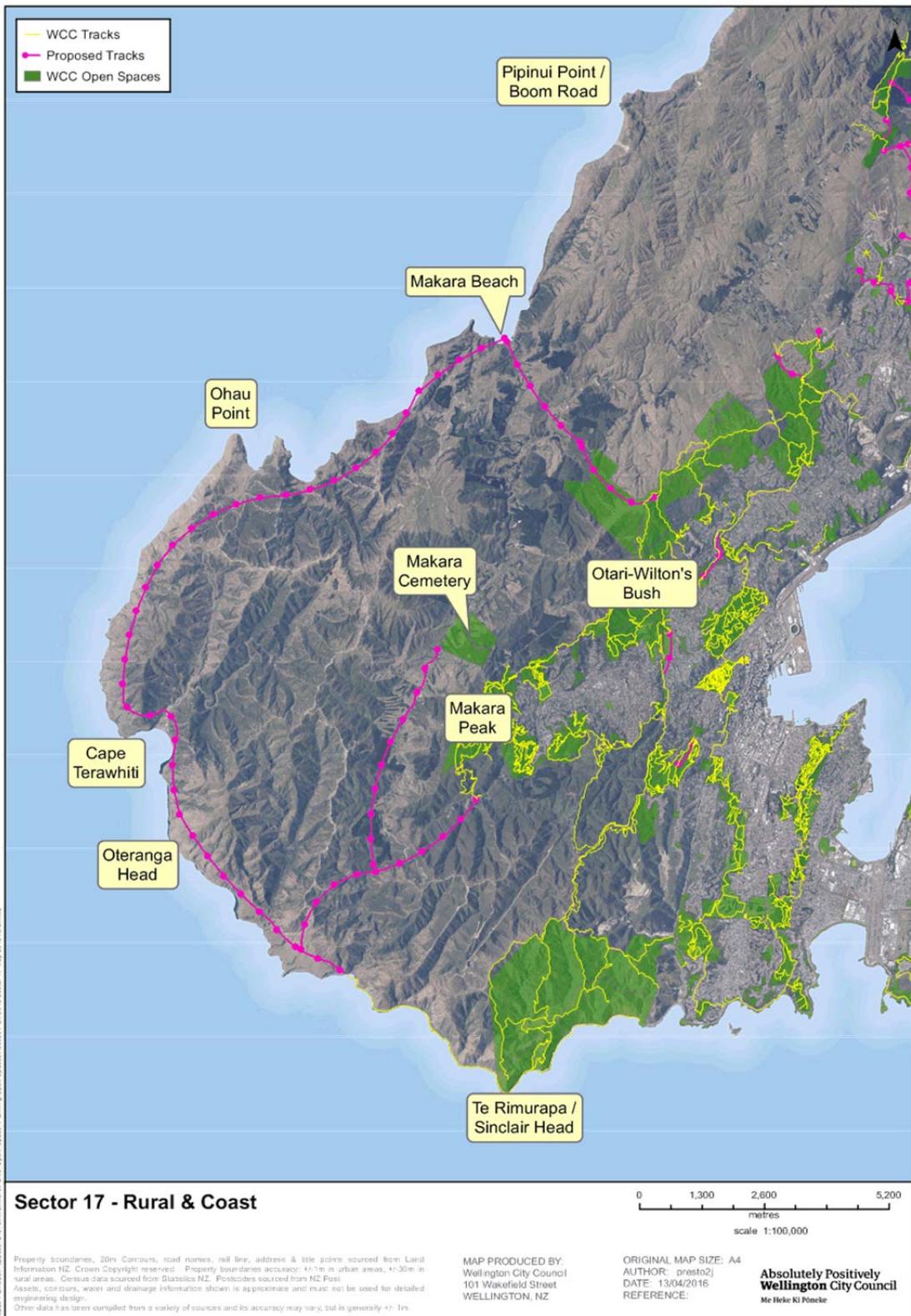
This sector also includes Te Aranui o Pōneke (the Great Harbour Way) route from Owhiro Bay to Sinclair Head.

Around the Makara Beach area is the Department of Conservation Makara Walkway; a tramping loop track about 6 kilometres long that offers spectacular views from the cliff tops surrounding Makara coastline. There is also the Turbine Short Walk, as well as the Opau Loop track – part of the West Wind Recreation Area, which offers great views of the coast and wind turbines in this area.

Recreational users are increasingly reaching out into this rural hinterland. By virtue of its close proximity to Wellington City, this sector is attracting significant levels of interest. Making up part of the Rural Coastal Connection in this area, there is potential to investigate and develop “epic” mountain bike and walking tracks around the western coast to link back to the northern network.

The remote, wild country provides a unique recreational experience, including:

- the rugged coastline
- exceptional views of Wellington, the South Island ranges, Kapiti and Mana Islands and the sea
- sites of historic and geological interest
- a range of landscapes.
- distinctive flora and fauna.



8. APPENDIX ONE TRACK CLASSIFICATION

Track types relate to the design specifications, which are defined by the type of use and the type of environment that the access way is located in. All design, maintenance and upgrades are carried out in accordance with New Zealand Standard SNZ 8630:2004 (refer also to the Wellington City Council Track Maintenance and Upgrade Manual, 2007). [The New Zealand Cycle Trail Design Guide is also used.](#) In this plan, the main user groups are pedestrians, bikers and vehicles. The classification for each is:

Pedestrians

- **Urban Path** – a high-quality surface (sealed or compact surface) track used for easy recreation or commuting within the urban environment. Where possible these will be universally accessible.
- **Short Walk** – a high-quality surface (compacted) track used for easy recreation.
- **Walking Track** – a track that may contain steps or narrow sections.
- **Tramping Track** – a challenging track that may contain steps, steep or narrow sections.
- **Route** – may not always be a distinguishable track, but will be marked using poles or similar. Will have limited or no development (for example, steps or rails).

Bikers

- **Easy**
 - Beginner – denoted by white circle
 - Easy – denote by green circle
- **Moderate**
 - Intermediate – denoted by white square
 - Advanced – denoted by blue square
- **Very hard**
 - Expert – denoted by black diamond
 - Extreme – denoted by double black diamond

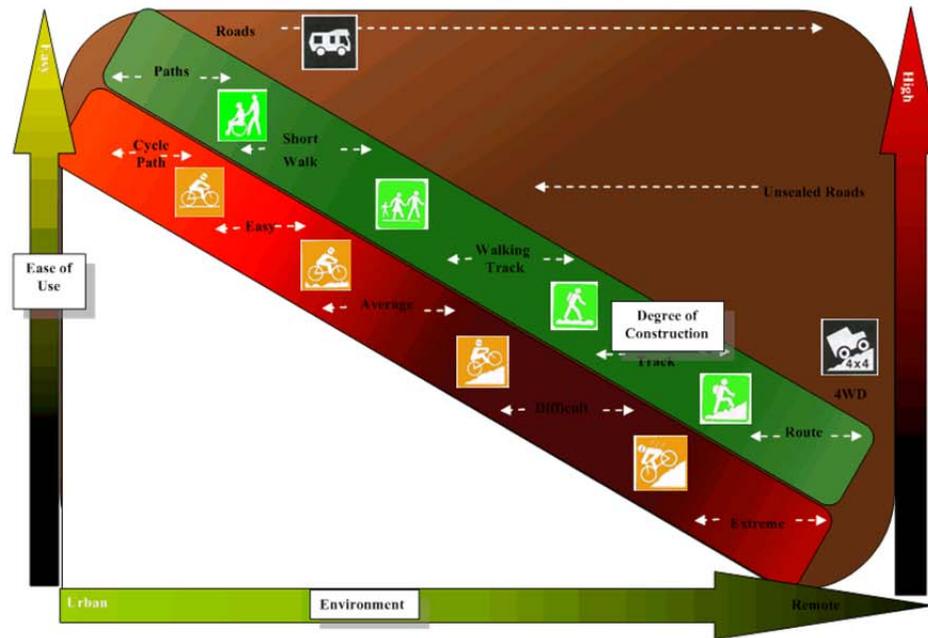
Vehicles

- **Sealed road** – suitable for all types of vehicle.
- **Unsealed road** – suitable for most types of vehicle.
- **Off Road** – suitable for off-road vehicles only.

Generally these classifications describe a degree of construction. The diagram below shows the relationship between each of these types of tracks and the degree of construction, location within the environment and ease of use.

Track classification diagram

This diagram shows how different kinds of tracks and track use fit with the environment. It is meant to be a guideline only (for example there may be examples where it is appropriate to have a short walk in a remote type of environment).



Note – This diagram represents how different track uses fit with the environment, but does not show that in some areas particular uses may not be permitted. For example, four-wheel driving is limited in where it can occur.

9. APPENDIX TWO
TRACK SPECIFICATIONS

Physical Characteristics

- Paths are usually located in well-populated urban areas and close to public amenities. They shall be well formed and provide for easy walking suitable for most ages and fitness levels. Most Paths will cater for people mobility difficulties or limitations.
- Max width = 2.0m, Min width = 1.2m
- Max gradient = 7° (1:8) with a limited number of steps. All steps shall have a maximum riser height of 0.18m and a minimum tread length of 0.31m. Paths for people with mobility difficulties and bikers shall have max gradient 5° (1:11.4) with no steps, stiles, turnstiles or kissing gates.
- Max height of any change in walking surface shall be 5mm
- Paths shall have a minimum track width of 2.0m. The minimum width may be reduced for short sections provided there is a low risk to visitor safety. Such sections shall cover no more than 5% of the total length of each Path. The minimum width for an Accessible Route Path shall be 2.0m over its entire length.
- Paths provide pedestrian access on a durable all weather surface such as concrete and asphalt suitable for all types of footwear without getting wet or muddy in both dry and wet weather.
- Vegetation must be clear from the total width of the path formation and to a height of 2.5m, giving visitors a clear passage and unimpeded view of the surface. Windfalls blocking the Path are to be cleared within 48 hours of notification. All cut vegetation is to be removed from the track surface and disposed of out of sight of the track.

User Groups

- **Walkers:** Caters for the widest range of ages and fitness levels, with most accessible to people with mobility difficulties or limitations. Tracks usually to a very high standard allowing to walk two abreast, and meets urban resident requirements.
- **Runners:** Allows for runners with widest range of experience and fitness levels.
- **Bikers:** Where cycle access allowed, caters for family cyclists. Considered to be easy riding where slope does not exceed 6°.
- **Mountain Buggies:** Relatively easy with no or few obstacles.

2.0m min
Track width

Accessible route
5° max slope

Track Strategy
Path

Draughton Williams

Absolutely POSITIVELY
 THE WELLINGTON REGIONAL COUNCIL
 Wellington

Physical Characteristics

- Short Walk Tracks require no special equipment but still provide an off-road, outdoor experience. They are usually suitable for walking shoes and trainers.
- Min width = 0.75m. Max width = 2.0m. The minimum width shall cover no more than 5% of the total length of each track.
- Maximum gradient = 10° (1:5.7) not including steps, with no more than 12 steps per flight. The gradient can increase to 15° over small sections of the track. Steps must be even and consistent, max. riser 0.2m, min. tread 0.3m.
- Dual use track: Where there is a long section of track at the minimum width of 0.75 metres, passing bays will be developed in practical and appropriate places. These will have a minimum width of 1 metre and a minimum length of 3 metres. The track surface is to be well compacted so that tyres do not unduly degrade the surface.
- A Short Walk will be well defined, and may be benched. The track will be clearly marked to allow inexperienced users to find their way in all weather conditions.
- Short Walks provide pedestrian access on a well-formed, drained, all-weather surface. Up to 10% of the total track length may have short wet or muddy sections.
- Vegetation must be clear from the total width of the path and to a height of 2.5m, giving visitors a clear passage, an unimpeded view of the surface and good visibility on corners. Windfalls are to be cleared within 48 hours of notification.
- Short Walks will be clearly signposted with directional signs at all entrances and junctions. Signs will include walking times. Dual use tracks will be clearly signed as such.

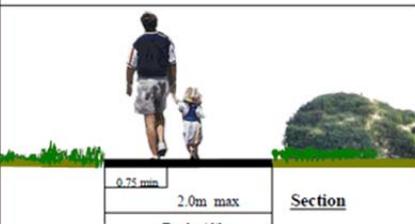


User Groups

Short Walks are well-formed tracks that provide for easy, low risk recreation suitable for most ages and fitness levels.

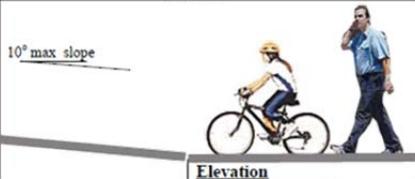
- **Walkers:** Caters for all ages and most walking abilities. Some tracks may be accessible to people with mobility difficulties or limitations. Tracks are usually suitable for walking shoes and trainers. They require no special equipment but still provide an off-road, outdoor experience. Can be used by conventional pushchairs.
- **Runners:** Allows for runners with a wide range of experience and fitness levels.
- **Mountain Buggies:** Relatively easy with no or few obstacles. Once there are more than two steps in a flight, the track can be considered 'average'. Once there are more than 6 steps per flight, the track can be considered difficult.
- **Bikers:** Where cycle access is allowed, caters for easy to average cyclists. The track width makes it a little less easy and safe for family cyclists. Considered to be more difficult than 'average' when the slope becomes steeper than 12° or with flights of more than 6 steps.



Section

Track width



Elevation



Track Strategy

Short Walk

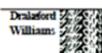
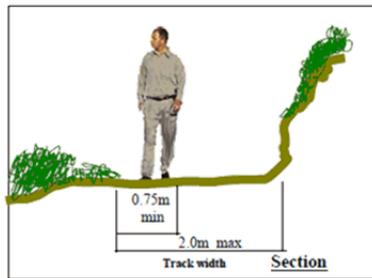
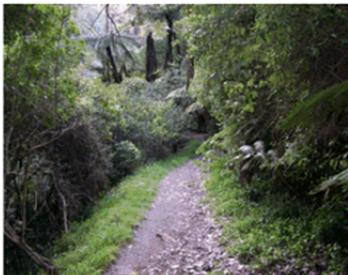


- Physical Characteristics**
- Min/max width = 0.75-2.0m
 - Av max gradient = 15° (1:3.7)
 - Max gradient (> 100m) = 20° (1:2.7)
 - The track will be well defined, and benched provided any negative environmental impacts are minimised. Dual use tracks need a well-compacted surface that will not easily degrade.
 - Marking must enable relatively inexperienced users to easily find their way in either direction in all weather conditions.
 - Flights of steps must have an even tread surface (i.e. not muddy or rough). Steps must have a maximum riser height of 0.2m and a minimum tread length of 0.3m. No more than 15% of the total length of dual use track may have steps.
 - The minimum width may be reduced for short sections of track. A long section of dual use track at the minimum width must have passing bays.
 - Walking Tracks will be clearly signposted with directional signs (which include both walking times and distances) at entrances and junctions. Dual use tracks will be labelled.
 - Vegetation must give visitors a clear passage, an unimpeded view of the surface and good visibility on corners. Windfalls are to be cleared within 48 hours of notification.



User Groups

- **Walkers:** People who want a good walk for up to a full day return. Tracks usually to a high standard to enable ease of use by relatively inexperienced users with a low level of outdoor skills and fitness. Recommended footwear is light walking boots or trainers.
- **Runners:** Allows for relatively inexperienced runners with moderate fitness levels.
- **Bikers:** Where appropriate, mountain bikers permitted access. Considered to be Class 2 (Average biker skill). Require alternative route at steps when flight exceeds 6 steps.
- **Mountain Buggies:** Relatively demanding, especially where gradient exceeds 8% and where there are a number of steps.



Track Strategy
Walking Track



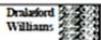
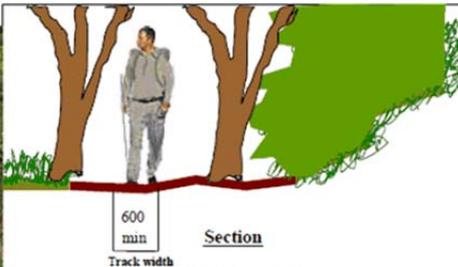
Physical Characteristics

- Min width = 0.6m on steep slopes and in bush.
 = 0.3m in open or flat landscapes
- Max width = 1.0m
- Max gradient = No maximum gradient.
- Any steps should be even and consistent, with min tread 0.3m.
- Tracks are well defined by formation and may be benched. They are marked by poles or markers.
- Track surface will generally be the natural surface and may include mud, water, roots and embedded rocks. Generally minor obstacles such as rocks, tree roots and earth are not removed.
- Vegetation must be cleared to ensure that there is a clear view of the track surface, especially on corners. Windfalls blocking the Path are to be cleared within 7-14 days of notification.
- Tramping tracks will be clearly signposted with directional signs (which include both walking times and distances) at entrances and junctions.
- Track condition information regarding for example an unbridged stream or steep, unstable slips is to be made available at track entrances or through off-site means.
- Dual use tracks will be signed as such.



User Groups

- **Walkers:** Caters for trampers or experienced walkers with a good level of fitness. Recommended footwear is light walking boots or tramping boots.
- **Bikers:** Due to difficult terrain and gradient, only some Tramping Tracks will be suitable for bikers and they will be graded as Difficult to Extreme, for riders with advanced technical skills. Will most likely be used in specialised mountain biking areas such as Makara Peak.



Track Strategy
Tramping Track

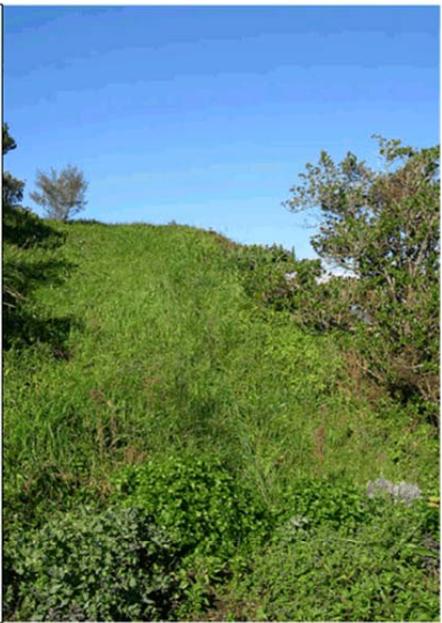


Physical Characteristics

- Minimum width = No minimum width.
- Maximum gradient = No maximum gradient.
- Routes are unformed, lightly cut 'tracks' for experienced users with good outdoor skills. They usually have minimal landscape modification, and no structures or steps.
- There is no minimum track width.
- A Route will be marked by poles, cairns or markers.
- Tracks have a natural, unformed surface that may be rough.
- Vegetation and windfalls are to be cleared so that users can follow markers along the Route.
- Routes may have directional signs at junctions with other tracks. Other information may be provided through off-site means such as maps and route guides.

User Groups

- **Walkers:** Caters for people with a high degree of fitness, skill and experience. Recommended footwear for walkers is tramping boots.
- **Runners:** Some locations may be suitable for experienced cross-country runners e.g. along the ridgetops of the Outer Green Belt. However Routes are variable and each must be taken on its own merits.
- **Bikers:** Some locations may be suitable for experienced mountain bikers e.g. along the ridgetops of the Outer Green Belt. However Routes are variable and each must be taken on its own merits.









Track Strategy
Route



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10. APPENDIX THREE
OPEN SPACE ACCESS
IMPLEMENTATION PLAN
2016

Open Space Access Plan Reviewed 2016

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OPEN SPACE ACCESS IMPLEMENTATION PLAN

STRATEGIC DIRECTION

Our Capital Spaces	
Priority 1.5	Open spaces and outdoor recreation opportunities are close to where people live and work
Action 1.5.1	Review the provision of open spaces in suburban areas based on guidelines of 600 metres or 10 minutes' walk to one or more neighbourhood park, play space, or other outdoor recreation opportunity such as track links (New)
Action 1.5.2	Design the open space network in "greenfield" subdivisions to provide a significant majority of residential dwellings with access to neighbourhood parks or other outdoor recreation opportunities within 600 metres or 10 minutes' walk (Existing)
Action 1.5.3	Adopt and implement national standards for park categories and corresponding levels of service (New)
Priority 1.9	Complete the track network with a priority on connecting communities and open spaces, and providing short walking and cycling loops and transport connections
Action 1.9.1	Complete the Skyline Track and the Harbour Escarpment Track and links to adjacent suburban communities (New)
Action 1.9.2	Continue to develop the track network for shared use wherever appropriate, while managing any conflicts between different activities (such as cycling and walking) (Existing) Ongoing
Action 1.9.3	Review local track networks as part of the development of the Suburban Reserves Management Plan with a focus on tracks accessible to all ages and abilities (New) - Completed
Action 1.9.4	Identify opportunities for active transport routes through the open space network as part of the Transport Strategy review (New)-Linked to Transport Strategy review
Action 1.9.5	Explore partnerships for completing coastal tracks between Owhiro Bay and Makara, Otari and Makara, and for Karori Stream (New) - Ongoing

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Priority 2.6	Ensure that recreation activity does not compromise the biodiversity or other values of our open spaces
Action 2.6.1	Manage track use and development and ensure it does not impact on biodiversity values (Existing) ongoing
Our Natural Capital	
Action 3.1.2a	Ensure all Wellingtonians in suburban and urban areas can access a natural space within a 10-minute walk or cycle (Existing) Ongoing
Action 3.1.2d	Promote cycling and walking links through and along the appropriate green and blue networks (Existing) Ongoing
Action 3.1.2e	Ensure legal protection over private land provides for public access where practicable (Existing) Ongoing
Action 3.2.2f	Develop smart and easily accessible information to enable people to access areas of high biodiversity, including web-based applications and interactive mapping (New) Long Term

RENEWAL

Renewals are defined as maintenance on the existing tracks within the open space network.

The renewal work involves the resurfacing, reshaping, water management, and sometimes realignment of the existing tracks across the city's open space network. In the first 2 years, the Skyline Walkway, Town Belt, Outer Green Belt, and Northern Reserves are highlighted as priority areas, including some other walkways and suburban areas.

The existing open space track network continues to grow with over [365340](#) kilometres. It is anticipated that approximately 80 percent of existing tracks will involve some form of renewal work within the next 15 years. The high standard tracks, eg urban network, will receive a higher frequency of standard of renewal than more remote tracks.

FUNDED UPGRADES

Upgrades are defined as new track initiatives within the open space network.
 The implementation plan identifies specific projects or activities that will be developed and/or planned across the open space access network. Where no actions are proposed within a specific sector the current level of service and renewal work will continue.

Track category tables

Links with management plans		Network component	
A = Northern Reserves Management Plan		P = Primary Access Ways	
B = Botanic Gardens of Wellington Management Plan		L = Local Facility Networks	
C = Suburban Reserves Management Plan		S = Secondary Connectors	
D = Town Belt Management Plan		R = Recreation Nodes	
E = Roll over from previous Open Space Access Plan			
F = Mount Victoria - Matairangi Master Plan			
Track type			
Pedestrians		Cycling	
1 = Path	2 = Short Walks	C1 = Beginner	C2 = Easy
3 = Walking Tracks	4 = Tramping Track	C3 = Intermediate	C4 = Advance
5 = Route		C5= Expert	C6 = Extreme

Notes: The letters used in the table below denote "network component" and "track types" are mostly included in the "development" actions, opposed to "planned" actions as it may be unclear what track category the track will be until the planning work is completed.

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
No Sector Allocated				
Planning	Accessibility - Listing the number and locations of paths and walkways that have sealed surfaces and flat pathways for mobility users and other disabled users	✓		
	Accessibility - Review whether more accessible tracks need to be constructed	✓		
	Accessibility - Update signage designs for the disabled within the Signage and Wayfinding Guide document	✓		
	Investigate opportunities to develop more formalised commuter link tracks through the open space network eg Haitaitai to City track via Mount Victoria / Matairangi (potential to fund this via Transport initiatives)	✓		
	Revisit if Berhampore Golf Course can be opened to mountain biking and cycling (presently this is closed to them both)	✓		
	Develop operational process for working with volunteers and enthusiasts who want to build, maintain tracks and trails, including training opportunities <u>including (but limited to), weed control, pruning (trees and roots)</u>	✓		
	Continue investigating (and developing) web base technologies to better inform users of linkages and tracks throughout the open space network	✓		
	Studies of horse access to tracks (based on demand) with limited and controlled 4WD access). <u>Map these for public information and included on site signage</u>	✓		
	<u>Implement an education campaign on the use of e-bikes in the open space, as well as installing signage at appropriate locations</u>	✓		
	<u>Implement an education campaign to educate users of shared tracks in the open space network. This will include promoting bikers to give way to people on foot.</u>	✓		
	<u>Identify inventory of high use walking tracks and select and install in high use areas with appropriate track classification signage</u>	✓		
Make people aware of nature through recreational activities. (From Our Natural Capital) Explanation: Track use and trail builders spend time in the natural	Ongoing			

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	<p>environment. We can build on these activities to link them more strongly with our biodiversity outcomes. We acknowledge the importance of allowing people to access these areas, while needing to protect our ecologically significant areas from further fragmentation. We will work to resolve the tension between these two activities and find a balance that allows for both. We want Wellington as a sought-after destination for international and domestic visitors because of its amazing combination of natural areas and thriving wildlife within a vibrant city. Healthy ecosystems and accessible natural areas will be seen as an inseparable part of our economic growth.</p> <p>Council to work with Wellington Trail Trust, Makara Peak Supporters, Brooklyn Trail Builders and the Wellington Mountain Bike Club (and other key stakeholders, both local and regionally) to develop a trail plan that offers world class technical mountain biking opportunities in the Wellington Region as part of a regional strategy</p> <p>Work with The Walking Access Commission to update the commissions maps (WAMS)</p>	✓		
Development		Ongoing		
Sector 1 – Spicer and Tawa West				
1.1 Planning	Investigate track linkages from Pikitanga to new subdivision off Bing Lucas Drive. A L	Ongoing work		
	New track from Tawa to Spicer Forest via Tawa Bush Reserves. Includes connection from Ohariu Valley Road to Colonial Knob. E 3 S	✓		
1.2 Development	Develop tracks suitable for horse riding in Spicer Forest with long-term links to 944 Ohariu Valley Road.	✓		
	New track from Spicer Forest to 944 Ohariu Valley Road. A, R	✓		
Sector 2 – Ohariu and Churton Park				
2.1 Planning	Skyline extension - Investigate a possible track link between Churton Park, Ohariu Valley Road, Old Coach Road and Spicer Forest. Could result in two or three tracks, mostly over private land. Will involve creating new tracks. A 3 P	All ongoing work		
	Planning/Development - Tracks along Stebbings Stream and to Ohariu Ridge.			

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Private land. Long-term project. New track. Consider links to Glenside. Requires reserve contributions Planning —Connecting track along Marshall Ridge (“Stebbing Valley”) in Churton Park Subdivision and Glenside to Redwood. Investigate street signage to link street access to Skyline walkway			
2.2 Development	Develop a link track between Lakewood Reserve and the proposed neighbourhood centre. A 2 L	✓		
3. Kaukau				
3.1 Planning	Linking tracks from new subdivisions to Old Coach Road - Will involve creating a new track. C 2 L Investigate opportunities for tracks from Vasanta Avenue and Satara Crescent (northwest Ngaio) areas into the Outer Green Belt.C 2 L Track to allow access from Cochayne Road the Piwakawaka Track and Odell Reserve – possible loop track Track from Heke Street into Chelmsford Park to be investigated further		✓ ✓	✓ ✓
3.2 Development				
4. Otari Wilton's Bush				

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
4.1 Planning	Identify and test new interactive trails possibly using new technology. In particular a family trail and an ethno-botanical trail. B			✓
	Investigate improving transport and wayfinding to Otari-Wilton's Bush. B	✓		
	Provide advocacy and signage advising dog walkers of their responsibility and mountain bikers that the area is closed to biking. B	✓		
	Investigating linking Otari-Wilton's Bush with Te Araroa National Walkway. B		✓	
	Investigate reconfiguring the pedestrian entry from Wilton Road car park to the existing visitor Information Centre, Te Marae O Tane. B 2 L			✓
4.2 Development	Construct a central pathway through the collections with viewing points and links onto the Circular Walk and Nature trail as proposed in the Landscape Development Plan B 2 L	✓		
	Develop "up close and personal" walks through <i>Phormium</i> "Goliath" a lancewood forest "thicket" and a divaricate tunnel. B 2 L	✓		
	Develop a walking circuit through the beech collection from the north Picnic Lawn. B			✓
	Reconfigure the pedestrian entry from Wilton Road car park to the existing visitor Information Centre, Te Marae O Tane. B 2 L			✓
	Continue to develop the Nature Trail and Treasure Trail as the main educational trail with interpretative signage, plant labelling of all common trees and curriculum-based self-guiding material B 2 L	Ongoing		
	Increase number of road signs from central city to Otari	✓		
5. Makara Peak				
5.1 Planning	The following to be considered as part of master planning for Makara Peak: <ul style="list-style-type: none"> investigate a track link at the Chamberlain Road/Victory Crescent Reserve in partnership with Makara Peak Mountain Bike Supporters.C L investigate a track connection between Woodhouse Avenue, Hazelwood 		✓	
			✓	

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	<p>Avenue, and Fiona Grove to diversify values of this reserve. C L</p> <ul style="list-style-type: none"> Complete the link between the end of the formed part of South Makara Road and the south coast. There is a 4WD track the whole way but the southern section passes over Terawhiti Station and does not follow the unformed legal road all of the way. An easement for access needs to be negotiated with the landowner. C S <p>South Karori Road to South Makara Road (east west) and/or Makara Peak E</p>	Ongoing	✓	
5.2 Development	<p>Skyline through Makara Peak car park to Salvation (track), more street signage needed C L</p> <p>Continue to work with key stakeholders in developing Karori Park and environs park. Improve the track network and connectivity in Karori Park by: C L (various track types)</p> <ul style="list-style-type: none"> developing a more accessible link at the rear of the park and investigating a link to the Makara Saddle reviewing and, where appropriate, rationalising the track network within the hill slope areas above the main park, including signage improving connections between the Mud Cycles facility, the wider park, and Makara Peak Mountain Bike Park, including an easy (grade 2) mountain bike trail in Karori Park review the configuration of the dog exercise area to complement the above proposals. <p>New linking walkway through Homewood Crescent Reserve. Involves street-to-street linkage through an urban reserve</p>	<p>✓</p> <p>Ongoing</p> <p>✓</p>		
6. Wrights Hill & Zealandia (aka Karori Sanctuary)				
6.1 Planning	<p>Consider the local parks network, in the area along the ridge from Karepa Street to the southern end of Mitchell Street as part of any future residential development/intensification. C 2 L</p> <p>If the Highbury Road site is no longer required for water and drainage purposes, manage and vest as reserve. Existing infrastructure to be managed in conjunction with the site as a reserve. Potential in the long-term for walkway access through</p>	<p>Subject to future proposals</p> <p>Subject to future proposals</p>		

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Highbury Road Reservoir land. Large unstable pines will need to naturally fall first and land formally vested and managed as reserve before any track development. C	(approach Wellington Water in the first instance)		
6.2 Development				
7. Te Kopahou / Careys Gully				
7.1 Planning	<p>Skyline Track through Careys Gully – Include a review of the four-wheel drive guidelines. Assess track conditions C 2 S</p> <p>Identify opportunities to develop track links as part of any future subdivision of the private land between Ohiro Road and Mitchell Street. C 2 S</p> <p>Brooklyn War Memorial – Investigate better signs/wayfinding from Mitchell Street, and opportunities to better promote the site and site history. C 2 S</p> <p>Initial planning for part of the Rural Coastal Connection. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, Meridian). Consider separating uses (pedestrian/vehicles) in parts between Owhiro Bay and Sinclair Head (as called for in the South Coast Management Plan). Upgrade signage on existing tracks R 2 S.</p> <p>Further track work in this area will be considered as part of a future master plan.</p>	<p>✓</p> <p>Subject to future</p> <p>✓</p> <p>Partly started, Ongoing</p> <p>✓</p>		
7.2 Development	Mitchell Street Play area - Consider signs to direct users to Elliot Park for kick-about space. C	✓		
8. Grenada North/Belmont Regional Park/Tawa				
8.1 Planning	<p>Work with the landowners between Redwood Bush, Tawa Reserves and the Outer Green Belt to negotiate access for walking and cycling as part of the subdivision of Upper Stebbings Valley. A 2 L</p> <p>Work with Friends of Tawa Bush to develop link between Wilf Mexted and Woodburn Reserves and into Willowbank Park. A 2 L</p>	All ongoing		

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Investigate the establishment of a cross-valley link between Glenside and Grenada Village via Mark Avenue extension. A			
8.2 Development	Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully C 2 S	Ongoing		
9. Newlands and Johnsonville and Churton Park				
9.1 Planning	Investigate the development of a link between Horokiwi and Belmont Regional Park. New tracks between Horokiwi Road and Lincolnshire Farms (include Reservoir Ridge). Planning required in relation to reserves agreement. A 2 L	✓		
	Finalise route options to complete the Harbour Escarpment Walkway – subject to obtaining landowner access. A 2 L	✓		
	The Council and the landowner at Stebbings Valley have an agreement that includes establishing new tracks in new reserves that will be developed and opened to the public as the private development progresses.	Ongoing		
	Planning/Development - New track from the Mark Avenue end of Seton Nossiter Park to Middleton Road – Involves a connection over motorway.	✓		
	Investigate access from Miles Crescent and links to Harbour Escarpment	✓		
	Investigate linkage from Harbour Escarpment to Tyre Reserve (to Cashmere Ave) via Tyres Road	✓		
9.2 Development	Complete the Harbour Escarpment Walkway from Waihinahina Park in Memory of Dennis Duggen to Ngauranga. Includes short section of new track at Brandon's Rock (Council land), new link from Gilbert Bush reserve to Waihinahina Park, and Gilbert Bush Reserve via Bellevue subdivision to Brandons Rock. A 2 P	✓		

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
10. Trelissick Park and Environs				
10.1 Planning	<p>Planning – New connecting track from Magazine Store to Fort Buckley, Railway (OnTrack) land</p> <p>Investigate a new track link from Highland Park into the park to provide a second park entrance from Wadestown. C 2 S</p> <p>Investigate a link from Homebush Park around to Tyers Stream Reserve as part of future subdivision of land above Jarden Mile. C 2 L</p> <p>Investigate a future track link between the Hutt Road and Khandallah via Cashmere Park. C</p> <p>Investigate the need and feasibility of a track between the Kaiwharawhara Park sportsfield and the Bridle Track. C 2 R</p>	✓		✓
10.2 Development	Develop a second walkway access off Homebush Road. C 2 L		✓	
11. Te Ahumairangi Hill				
11.1 Planning	<p>Creswick Terrace play area. A second access from higher up on Creswick Terrace could improve access and better connect the park to the local walking route network. Investigate cost/benefit. C 2 L</p> <p>Investigate feasibility of a better link between Orangi Kaupapa and Thorndon via Te Ahumairangi.</p> <p>Council to work with stakeholders to explore future mountain bike access in Te Ahumairangi Hill.</p>	✓		✓
11.2 Development	Focus on street signage from the central city for pedestrians	✓		

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
12. Botanic Garden				
12.1 Planning	Encourage use of Botanic Garden as a pedestrian commuter route and assess the potential for improving interpretation on some of these major routes. B Redesign and improve wayfinding between Bolton Street and the entrance into the Botanic Garden, Bolton Street Cemetery and Anderson Park off Kinross Street. B Improve walking links between Kelburn Park and the central city, including signs. D	Ongoing	✓	
12.2 Development	Street signage from the central city to Main Gardens and Bolton Street Cemetery for pedestrians	✓		
13 Central City -				
13.1 Planning	Investigate the development of a track between Kelburn Parade and Aro Street with a possible link to the top of Semellof Terrace. D 2 S Investigate link for off road mountain bike trail from Wakefield Park to Central Park	✓	✓	
13.2 Development	Update and increase the number of signs within the central city, as well as smart technologies and websites that direct people towards the open space network, including Pohill Gully, Central Park, Mount Victoria/Matairangi, as well as major sporting hubs, eg Wellington Regional Aquatic Centre, ASB Sports Centre, Makara Peak Mountain Bike Park and other key sports parks	✓		
14 Mt Victoria / Matairangi				

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
14.1 Planning	<p>One of the key recommendations of the Matarangi/Mount Victoria Master Plan is to develop a three-tier track strategy as follows:</p> <ul style="list-style-type: none"> • First tier – Commuter and tourist routes to be developed (where practically achievable) to NZ Standard Walking Track and Short Walk Standards, and have easy wayfinding via the track quality, construction and signage. • Second tier – Park walks at a variety of standards, but leading to key areas of open space and views. These will largely be differentiated by signs. • Third tier – All other tracks in the park. These would have no signage for walking, but have low-profile mountain bike grade signs where required (as currently used), and be for use by those seeking a walking adventure as well as orienteering, mountain biking and running. <p>Further recommendations of the master plan include: Use of a range of techniques to signal the status of tracks. Tracks could be colour themed to be legible for wayfinding, and the use of different surface standards could also indicate main routes.</p> <p>There are three main tracks that should be treated as key routes – the commuter route (Hataitai to City), the route to the Mount Victoria Lookout from (most likely) Majoribanks Street, and the Southern Walkway.</p> <p>Investigate potential to improve main tracks to meet New Zealand Track Standards.</p> <p>Retain the number of tracks as this provides variety.</p> <p>Develop the pedestrian journey to the Mount Victoria Lookout, as well as connections across Alexandra Road from the car park to the path that connects you to the lookout.</p> <p>Specifically: Investigate upgrading the route from the lookout to Oriental Parade to walking track standard providing an optional loop walk for visitors.</p> <p>Explore stair/path system (cycle, buggies, walking) up to the Byrd memorial, and pedestrian crossing points on the road at its base.</p> <p>Improve pedestrian pathway around the edge of road up to the lookout car park</p>	Ongoing	<p>✓</p> <p>✓</p>	<p>✓</p>

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	<p>area.</p> <p>Consider geocells on the Hataitai commuter route to assist with water management and steep slopes.</p> <p>Seal Te Ranga a Hiwi track to provide an accessible path</p> <p>Plan for ongoing legal access from Chest Hospital north to Southern Walkway. Presently Crown land - Legal exercise.</p>		<p>✓</p> <p>✓</p> <p>✓</p>	
14.2 Development	<p>Create a loop walk (meeting NZ Track Standards) from Courtenay Place via Majoribanks Street up to Mount Victoria Lookout then down to Oriental Bay and back into town. This will require the creation of an obvious gateway to the park and signage from the city). P E</p> <p>Develop a main park entrance at Majoribanks to connect with central city P 2 E</p> <p>Develop Pirie Street as other main entrance (as per Mount Victoria/Matairangi Master Plan) P 1 E</p> <p>Develop relevant sections of the Summit Walkway and the Southern Walkway to a higher standard to recognise value of Te Ranga a Hiwi. P 1 E</p> <p>Develop tracks beside Alexandra Road to keep walkers, runners and people on bikes away from traffic. P 2/3/4 E</p> <p>Develop tracks (footpaths) beside Lookout Road to connect the upper lookout car park with the Centennial Memorial. P 1 E</p>	<p>✓</p> <p>✓</p> <p>✓</p>	<p>✓</p> <p>✓</p> <p>✓</p>	

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Realign intersections between mountain bike and walking tracks to create an oblique angle with a slow-down formation on the mountain bike track to reduce the risk of high speed collisions. Where this is not possible, ensure that "black diamond" mountain bike tracks do not intersect with the main commuter and tourist track within the park. P 3/4 E	✓		
	Develop more single-track mountain bike tracks and endeavour to separate walkers and bikers in some areas – where appropriate. D 2 P	Ongoing		
	Upgrade the Hataitai to City Track as a major commuter route for walkers and cyclists. D	Ongoing		
	Improve walking access along the summit ridge between the lookout and the Centennial Memorial. D 2 L	Ongoing		
	Treasure Island Grove/Kainui Reserve – Install better signage identifying the park and the track route through the park. C 2 L	✓		
	All tracks would be indicated as shared between cyclists and walkers with access to online mapping systems.	✓		
	Place names and signage in Te Reo/English where practical.	✓		
	Name open spaces to reflect history and location in consultation with mana whenua.		✓	
	Colour wayfinding systems with symbols.	✓		
	Icon wayfinding system.	✓		
	Unsigned unless marked and graded mountain bike route.	✓		
15 Mt Albert / Island Bay				

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
15.1 Planning	Sinclair Park and track links – review signage. C Assess the proposed tracks links between Newtown and the central city to ensure they integrate with the Town Belt track network and minimise conflict with Town Belt users. Potential commuting access, D 2	✓	✓	
15.2 Development	Enhance track connectivity between Tawatawa Reserve and adjoining privately-owned land of Manawa Karioi and Island Bay Charitable Trust. C 2 L			✓
16 Miramar Peninsula				
16.1 Planning	Link Defence land to Centennial Reserve across Massey Memorial (east–west). Consider links to Scorching Bay Reserve. E 2 L (subject to proposed Te Motu Kairangi Park proceeding and master planning) Carter Park - Investigate feasibility (in particular safety and suitability of the start of a track and the run out at the bottom) of a Grade 5 mountain bike track at Carter Park. C C5 Centennial Park - Continue to support the Miramar Tracks Project Group by considering the best way to assess possible remnants of a dam C 2 L Planning - Monorgan Road Play Area. Consider installing footpath to play area	✓ ✓	✓	✓
16.2 Development	Churchill Park and Play Area - Confirm alignment of Great Harbourway track. C 2 P	✓		
17 Western Rural and Coast (“Rural Area”)				
17.1 Planning	Identify and determine what ‘paper roads’ can be incorporated into a Wellington wide track network and develop a strategy (in conjunction with other organisations, such as the Walking Access Commission) to work with adjoining landowner, when the roads could add strategic value to the open space network. Include identification of potential health and safety risks, hazards and maintenance of roads, lambing, stock safety, as well as investigating potential land swap negotiations, rate relief, easement and covenants and other opportunities. See below	✓		

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Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
17.2 Development	See below			

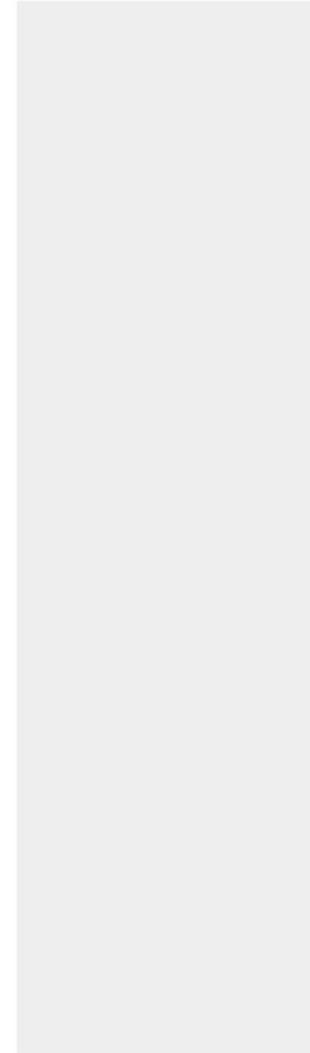
UNFUNDED PROJECTS

Where timelines have been provided they are indicative only

Sector	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
No Sector allocated	Implementation of signage along the Great Harbourway	✓		
Sector 2	New track from Trilids Lane to Churton Drive. Access through reserve from Trilids Lane to just north of the intersection of Chisbury Street and Churton Drive. Very steep gradient. Purpose is for school children to avoid traffic down Halswater Drive.		✓	
Sector 4	The east-west connection initiative ideal is a track from Thorndon to Makara – including the Old Māori Trail through Kilmister Block. New track from David Crescent to Johnston Hill.			
Sector 6	Development - Upgrade the St John's Pool track and links to it. Include interpretative signs on the St John's Pool Track. Include upgrading track from Messines Road to St John's Pool. Also include a new track from St John's Pool to Birdwood Bush and Appleton Park. The track to Appleton Park is part of the Kaiwharawhara Stream initiative. Possible bridges. Consider dual use. Investigate re-opening Hape Stream, Silverstream and ridge over spot heights 408 and 418 with legal access. Currently overgrown but has co-operative owner. Linkages with Sector 7 required.			✓ ✓
Sector 7	Investigate new track proposal that will extend purpose built walking/running/cycling tracks from Aro Valley to the south coast – Brooklyn Trail Builders initiative. Should be investigated as part of the Te Kopahou Master Plan Investigate track connectivity between City to Sea Walkway Tawatawa, Paekawakawa Reserves and Island Bay (secondary connector), including loop track into Island Bay	✓		

Sector 8	New tracks in the Woodburn Drive area. Include signage. Provide link to Belmont Regional Park.			
Sector 9	New track from Trilids Lane to Churton Drive. Access through reserve from Trilids Lane to just north of the intersection of Chisbury Street and Churton Drive. Very steep gradient. Purpose is for school children to avoid traffic down Halswater Drive. Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully. A 2 L – Subject to subdivision development			
Sector 10	New connecting track from Ngaio Gorge Road to Kaiwharawhara Stream. Easement over private land required			
Sector 17	Advocate for the implementation of the Rural Coastal Connection initiative. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, and Meridian). Install interpretation (brochures, onsite) and continued coastal orientation signs. Consider Quartz Hill link, Snowdens Road and Te Ika a Maru Bay. E 2 Implement the Karori Stream track initiative. Consider river crossings involved. Potentially only 1.5 hours' walk from road end to coast. Include feasibility study of potential for four-wheel drive trips from Owhiro Bay to Karori. Look at demand/options/pros and cons. E Implement the East West Connection initiative to Makara coast from Makara Peak to Skyline. Subject to availability of suitable access. Include signage. Possible link through to Trelissick Park and Kaiwharawhara, (which was thought to be the traditional access to the west coast. E			

CRITERIA FOR SETTING TRACK-WORK PRIORITIES						
CRITERIA	RANKING SCALE (1 to 5)					WEIGHTING
1. Network Significance (What contribution will this work make to the overall track network?)	High			Medium		3x
	5	4	3	2	1	
2. Access, Linkages, Connectivity (Will this work provide important access, links or connections?)	Important links		Some links		No links	3x
	5	4	3	2	1	
3. Demand (How much public interest is there in this work being done?)	High demand		Moderate demand		Low demand	3x
	5	4	3	2	1	
4. Diversity of uses (How broad is the range of uses catered for by this work?)	Highly diverse		Somewhat diverse		Not diverse	1x
	5	4	3	2	1	
5. Associated Risk (How difficult is this work likely to be?)	Low risk (easy)		Moderate risk		High risk (Hard)	1x
	5	4	3	2	1	
6. Context factors (Are there other local factors that make this work useful?)	Many factors		Some factors		No factors	1x
	5	4	3	2	1	
7. Alignment with Council's other strategies objectives and programmes (Will this work be useful for other Council purposes?)	Strongly aligned		Somewhat aligned		Not aligned	2x
	5	4	3	2	1	

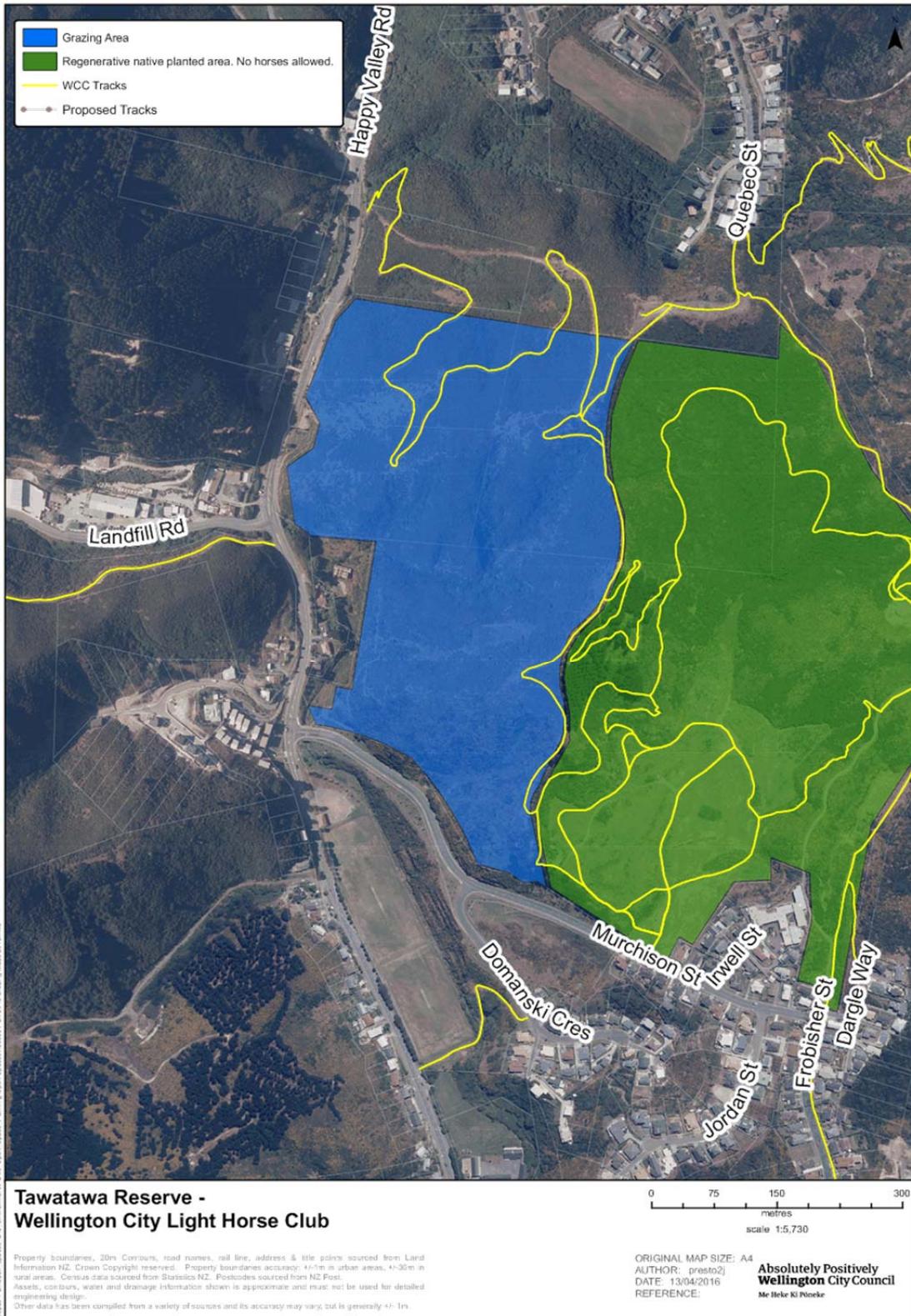


11. APPENDIX FOUR
CURRENT LEASE HORSE
GRAZING AREAS

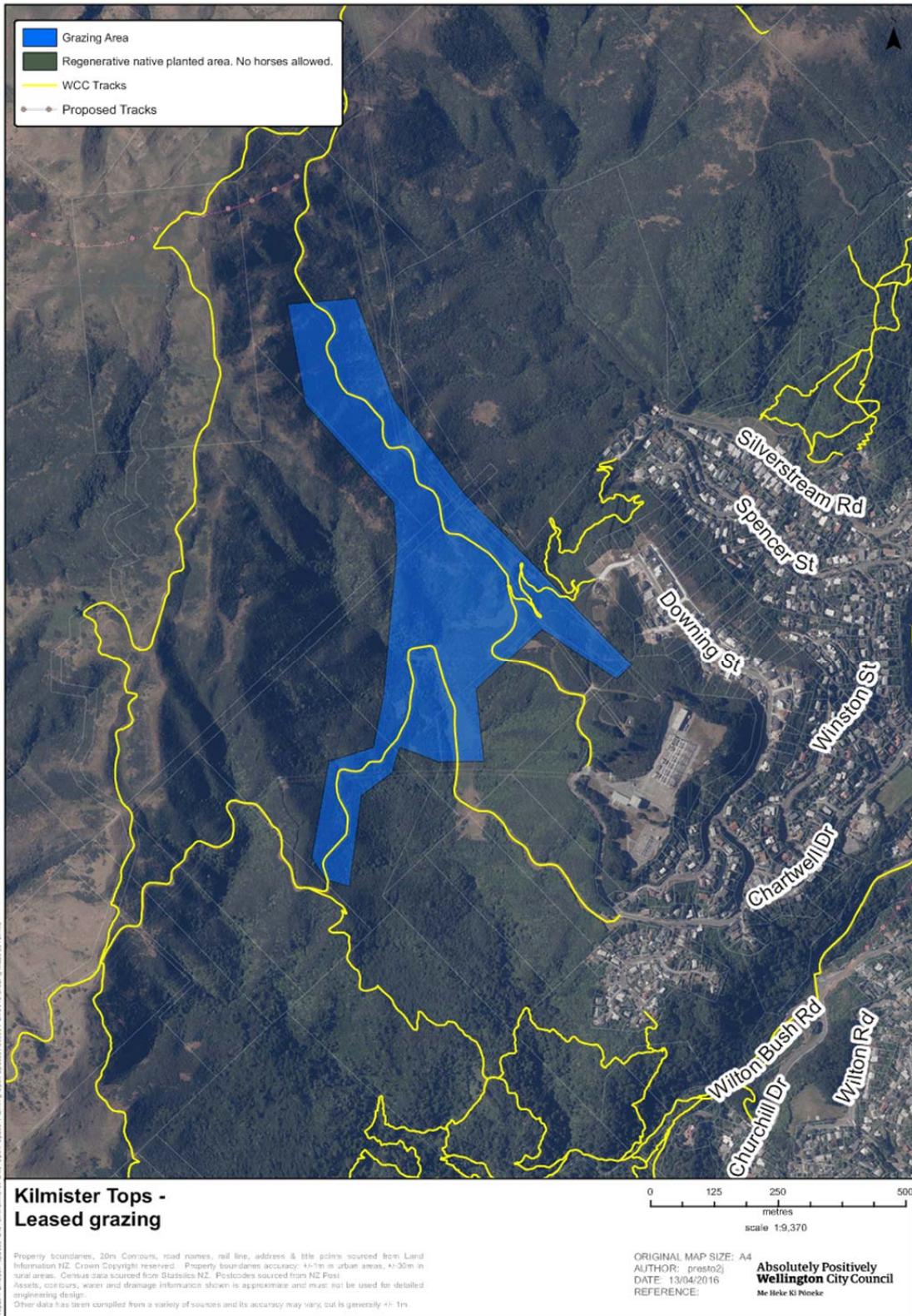
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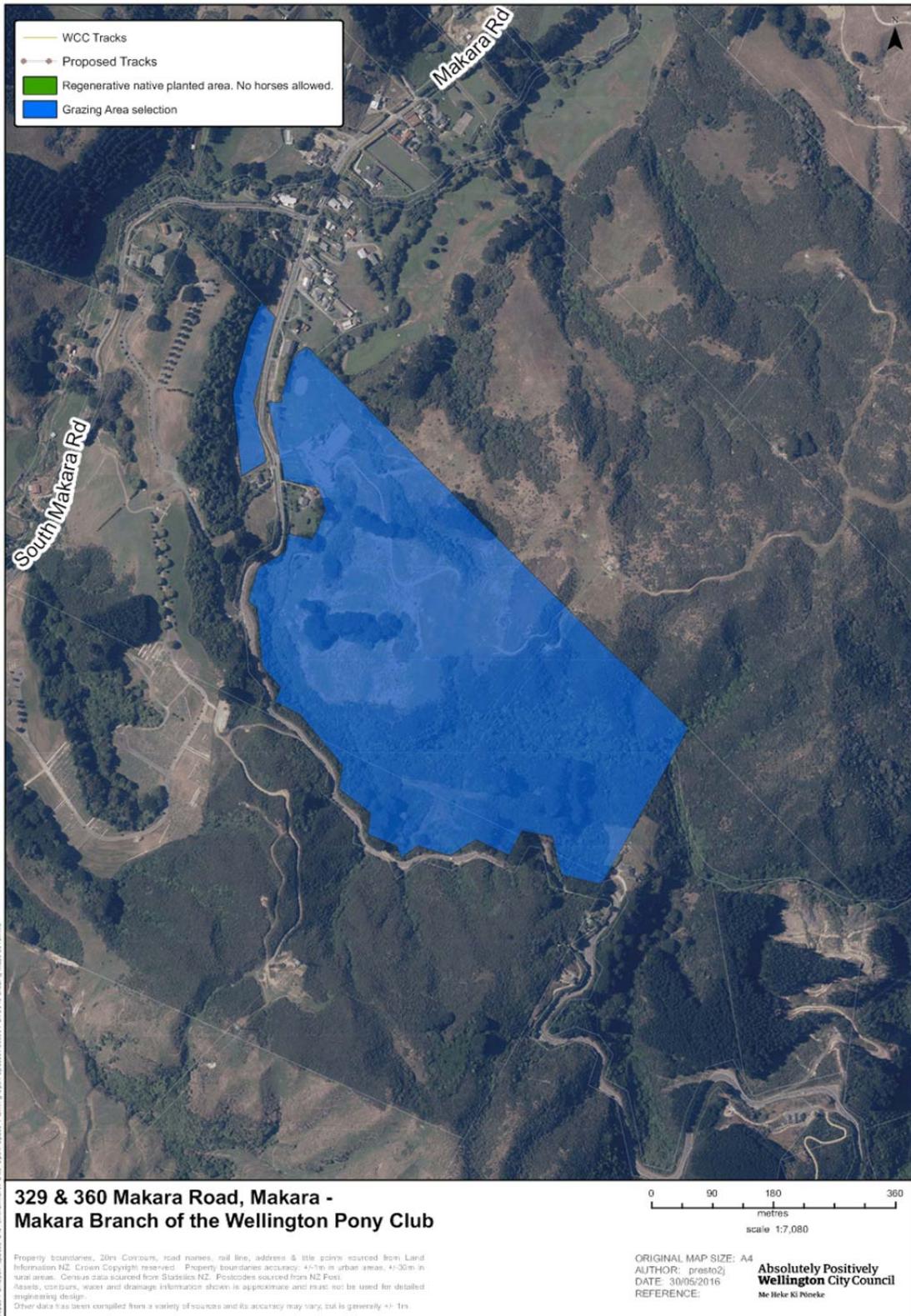












12. APPENDIX FIVE – WELLINGTON CITY COUNCIL WALKING AND CYCLING POLICY OBJECTIVES (2008)

The Wellington City Council Walking Policy includes the following objectives:

Objective 1: To promote the benefits of walking so that more people walk

Objective 2: To improve pedestrian safety throughout the city

Objective 3: To improve the experience of those walking through or about the Central Area

Objective 4: To increase the number of commuter trips taken by foot to and from the Central Area

Objective 5: To improve the experience of those walking to and from public transport stops

Objective 6: To increase the number of short walking trips to and from Suburban Centres

Objective 7: To increase the number of walking trips made to and from educational centres and the regional hospital

The Wellington City Council Cycling Policy (2008) includes the following objectives:

Objective 1: To improve cycle safety throughout Wellington

Objective 2: To improve the convenience of cycling in Wellington

Objective 3: To improve the experience of cycle trips to and from the Central Area

Objective 4: To improve the experience of cycle trips to and from Suburban Centres

Objective 5: To improve the experience of cycle trips to and from educational centres

Objective 6: To improve the experience of cycle trips for recreation

SUPPORTING PALM OIL TO BE A MANDATORILY LABELLED INGREDIENT WITH AUSTRALASIAN FOOD SAFETY REGULATIONS.

Purpose

1. This supports the four major zoos in their action to have palm oil mandatorily labelled as a food ingredient within Australasian Food Safety regulations.

Summary

2. The zoos are supporting a call for mandatory labelling of palm oil. The Food Safety Minister is representing New Zealand on this issue later this year.
3. A draft letter from the Mayor is attached. The Mayor is seeking agreement from the Mayors of Auckland, Hamilton and Christchurch to also sign the letter.

Recommendations

That the Environment Committee:

1. Receive the information.
2. Agree that the Council should support the four zoos initiative by writing to the Food Safety Minister recommending mandatory labelling of palm oil on all food products in New Zealand.
3. Agree the draft letter and delegate to the Mayor the authority to finalise the letter with the Mayors of Auckland, Hamilton and Christchurch should they jointly sign the letter.

Discussion

4. New Zealand's four major zoos, including the Wellington Zoo, are supporting the campaign to demand clear labelling of palm oil on all food products.
5. The labelling issue is being voted on in November. The Food Safety Minister Jo Goodhew is the NZ representative on the Food Standards Australia New Zealand governance committee.
6. Mandatory labelling will assist consumers to choose sustainable palm oil and aims to help Sumatran tigers, orangutans and other animals that rely on these wild habitats to survive.
7. Palm oil is estimated to be in about half of all products available in supermarkets and currently only has to be labelled on food as 'vegetable oil'. Mandatory labelling will mean consumers can make informed choices about the products they buy.
8. Auckland Zoo, Hamilton Zoo, Wellington Zoo, and Orana Wildlife Park are seeking change as this directly impacts on the habitat of endangered species. In particular critically endangered species like Sumatran tigers and orangutans are at risk from deforestation, as large areas of their habitat are cleared to make way for large unsustainable palm oil plantations in South East Asia.

9. Clear labelling is considered the best step forward for consumers so that they can purchase sustainable palm oil, make better nutrition decisions, and create a level playing field.
10. The zoos support the use of Certified Sustainable Palm Oil (CSPO), which certifies palm oil plantations to ensure they are deforestation free.
11. The Council can lend its support to this initiative through a joint Mayoral letter from the Auckland, Hamilton, Christchurch and Wellington Mayors. A draft letter is attached.

Next Actions

12. If the committee agrees the draft letter will be circulated to the Mayors of Auckland, Christchurch and Hamilton for agreement and submission to the Minister.

Attachments

Attachment 1. Draft letter to Minister Jo Goodhew

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Author	Geoff Lawson, Principal Advisor
Authoriser	Jeremy Baker, Director Strategy and Communications

SUPPORTING INFORMATION

Engagement and Consultation
Not applicable

Treaty of Waitangi considerations
Not applicable

Financial implications
Not applicable

Policy and legislative implications
Not applicable

Risks / legal
Not applicable

Climate Change impact and considerations
Not applicable

Communications Plan
Not applicable

Health and Safety Impact considered
Not applicable

1 September 2016

Jo Goodhew
Minister for Food Safety
Parliament Buildings
Wellington 6140

Legislative Governance Forum on Food Regulation

Dear Minister

We are writing to you as the New Zealand representative to the Legislative Governance Forum on Food Regulation and in support of the submissions by the Auckland, Hamilton and Wellington Zoos also Orana Park in Christchurch.

We urge you to support Recommendation 12 of the 'Labelling Logic' Report through to the next stage of the policy process at the upcoming meeting of the 'Legislative and Governance Forum on Food Regulation.'

This recommendation will ensure companies clearly label vegetable oils as exactly what they are instead of our current generic labelling system. This will bring our labelling laws into line with the United States, the European Union and Canada.

Many Australians and New Zealanders have signed petitions in support of this change, and we understand that polling shows 85 percent of Australians support the change and it will enable consumers to make more informed dietary and ethical choices.

The Zoos are concerned with the loss of wild habitat in areas where unsustainable palm oil production is occurring and placing endangered species at risk, including orangutans and Sumatran tigers.

As a member of the 'Legislative and Governance Forum on Food Regulation' you have the opportunity to stand up for consumer rights, to bring our labelling standards into line with the rest of the Western world and to enable health conscious and ethically minded consumers to make simple choices.

Thank you for the opportunity to submit on this Bill which we believe addresses a major issue and if implemented well will increase both health and housing performance in New Zealand. As the Capital City, we are well placed to work with the Government in the interests of Wellington and New Zealand. We would like to make an oral submission to the Committee.

Yours sincerely

Celia Wade-Brown
MAYOR

[Other mayoral signatures]

Wellington City Council

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3. Operational

INTRODUCING THE TE AWARUA-O-PORIRUA WHAITUA

Purpose

1. This report informs the Environment Committee on the Wellington Regional Council's (GWRC) Whaitua process, and introduces the Te Awarua-o-Porirua Whaitua committee and its work.
2. Additionally, there are considerations raised in this paper for Wellington City Council (the Council) surrounding this work in the context of its drainage asset management and urban growth planning.

Summary

3. Whaitua is a Māori term for a designated area. In its Regional Plan, GWRC uses the word 'whaitua' to describe a catchment or sub-catchment (zone) managed as an integrated system.
4. GWRC has identified five areas that place different demands on land and water resources. They are seeking the support of, and input from, communities to help it understand local values of freshwater.
5. It is well understood that the freshwater quality depends mainly on the dominant land use in a catchment. Consequently, integrating the management of land-development and urban-water-cycle-services at a catchment level makes sense.
6. Te Awarua-o-Porirua (Porirua Harbour) is currently exposed to a range of existing impacts from urban activity, which result in damage to the environment. Without mitigation, planned future development has potential to hasten this current degradation.
7. The Northern Growth Management Framework and Lincolnshire Farm Structure Plan provide for greenfield urban expansion in the whaitua catchment. Tawa and Newlands, both in the whaitua catchment, have been identified as medium housing density areas for Wellington city.
8. The current drainage systems capacity cannot support the proposed urban development and does not meet the values or intent of the Te Awarua-o-Porirua.
9. Te Awarua o Porirua Whaitua Committee is responsible for developing a Whaitua Implementation Programme (WIP). The WIP will outline regulatory and non-regulatory proposals for integrated land and water management within the whaitua boundary. The Te Awarua o Porirua WIP will then be added as a chapter in the Regional Natural Resources Plan.

Recommendations

That the Environment Committee:

1. Receive the information.

Discussion

Whaitua overview

10. This section discusses the context for the Whaitua, the scope of the whaitua process and why it matters.

National Policy Statement – Freshwater Management

11. The National Policy Statement for Freshwater Management 2014 (NPS-FW) supports improved freshwater management in New Zealand. It does this by directing regional councils to establish objectives for fresh water in their regional plans to meet community and tāngata whenua values, and to take a more integrated approach to managing fresh and coastal water.
12. GWRC is deploying the whaitua process to 'give effect' to the NPS-FW.

Whaitua process

13. The Regional Policy Statement notes that the affects arising from activities on land and in water accumulate within a water catchment. Consequently, integrating the management of land-development and urban-water-cycle-services at a catchment level makes sense.
14. GWRC has divided the region into five whaitua¹. Because each of the whaitua will have different demands on land and water resources, GWRC is taking a localised approach. They have sought the support of, and input from, communities to help it understand specific local values of freshwater. This collaborative approach will make recommendations on how the values and identified issues are to be addressed.
15. Each of the five whaitua will therefore create an advisory group which GWRC will refer to as Whaitua Committees:
 - Ruamāhanga Whaitua Committee for the Wairarapa.
 - Te Awarua o Porirua Whaitua Committee, established in 2015.
 - The Wellington Harbour/Hutt Valley Whaitua Committee is scheduled to commence in mid 2017
 - The remainder will be established over the next few years.

Te Awarua o Porirua Whaitua Committee – Overview

16. Membership of Te Awarua o Porirua Whaitua Committee includes:
 - Ngati Toa Rangatira
 - an elected representative from GWRC's Natural Resource Committee
 - an elected representative from Porirua City Council
 - an elected representative from Wellington City Council (Cr David Lee)
 - Residents with an interest in land and water management issues.
 - Officers from the different agencies support the committee and work as a project team.
17. The Te Awarua o Porirua Whaitua Committee is responsible for developing a Whaitua Implementation Programme (WIP). The WIP is intended to outline regulatory and non-

¹ Wairarapa Coast, Ruamāhanga Valley, Wellington/Hutt Valley, Porirua Harbour and Kāpiti Coast.

regulatory proposals for managing activities that can impact water quality within the whaitua boundary, including measures to implement the NPS-FW.

18. The development of Te Awarua o Porirua's WIP will be eventually added as a chapter in the Regional Natural Resources Plan following consultation expected to have been undertaken by late 2017.
19. Once Te Awarua o Porirua Whaitua Committee's WIP has been adopted, this Council would then need to give effect to it via the District Plan. This would then require it be given consideration when issuing resource consents and managing the Council's assets.

Te Awarua o Porirua Whaitua Committee – Work Programme

20. Te Awarua o Porirua Whaitua Committee recently finalised a statement of values for the Whaitua. The values reflect community feedback and input about what is important about water in the view of residents. These values (attached as Appendix One), and the associated attributes, will guide development of Te Awarua o Porirua Whaitua Committee's WIP.
21. There are 3 Working Groups based around activities that impact water quality:
 - Urban Development
 - Wastewater and Stormwater
 - Rural Landuse.
22. The Working Groups are developing management options which would then inform several management scenarios. The management options may include:
 - regulatory controls
 - land use rules
 - discharge limits
 - take-limits
 - education
 - investment
 - planning.
23. The three Working Groups are also supported by a Collaborative Modelling Team tasked to produce outputs and knowledge describing the current environmental, social, economic and cultural conditions in Te Awarua-o-Porirua Whaitua. In addition, the team can identify potential future outcomes that might result under various management scenerios that the Te Awarua o Porirua Whaitua Committee develop.
24. While the front end of the process is heavily informed by the views of residents and while there is community membership, there will be further engagement undertaken on the identified management options later in 2016.
25. Combined, community input to the setting of policy options and inter-agency collaboration on Te Awarua o Porirua Whaitua Committee's WIP should drive the integrated management of land and water-use activities officers believe is necessary.

Why it matters

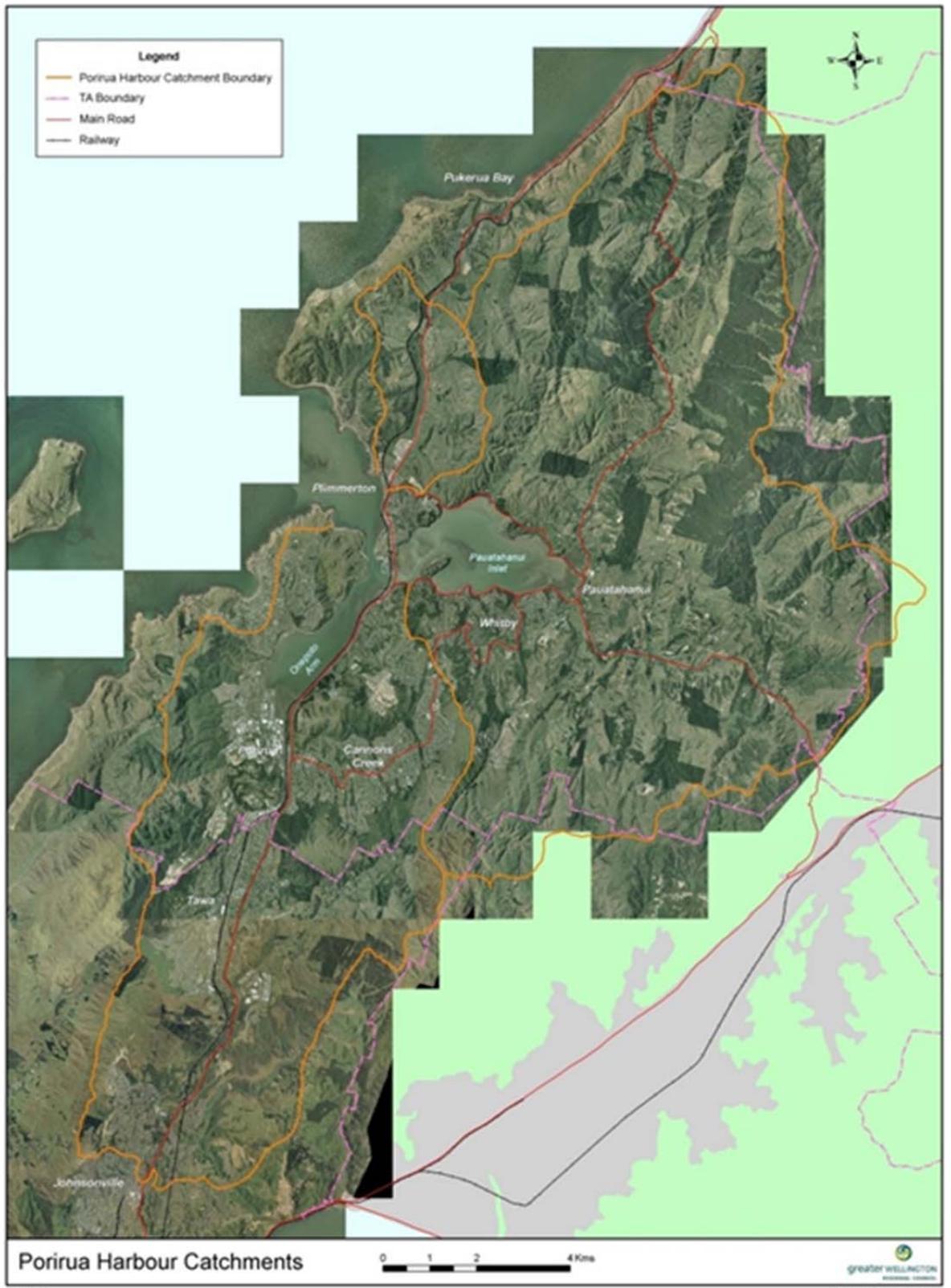
26. It is well understood that the freshwater quality depends mainly on the dominant land use in a catchment. Consequently, integrating the management of land-development and water-cycle-services at a catchment level makes sense.
27. Human and urban activities generate contaminants that have increased as the population has continued to grow. Traditional piped stormwater networks efficiently move these contaminants to the streams and the sea. Industry best practice,

legislative requirements and increasing community expectations represent a shift in how stormwater is managed to address the cumulative negative impacts on fresh and coastal water.

28. Te Awarua-o-Porirua is currently exposed to a range of man-made impacts that are damaging its environment. During storms drainage systems are inundated causing flooding and sewage directly in to the harbour itself. In addition, impacts arising from existing urban activity are damaging the immediate environment. Planned and potential future development, without an integrated management framework, has potential to hasten this current degradation.
29. Urban activity is a constant challenge to the use and quality of harbour waters. The combined impacts of urban growth and climate change can positively or negatively affect urban environment and the success of the whaitua programme, key to this will be a robust collaborative management framework.
30. Urban development that is not aligned with asset management programmes, and vice versa and a conventional approach to stormwater management will most certainly lead to irrevocable negative environmental and social impacts.
31. The importance of any policy must, of course, be balanced carefully with its affordability and they must be achievable, while at the same time not imposing unreasonable barriers to development. The impacts of rules (such as the potential cost burden on ratepayers) for drainage services and urban development enhancement need to be clearly understood, justifiable and enable prioritisation of projects that are socially, economically, and environmentally advantageous.

Catchment overview

32. Te Awarua o Porirua contains the largest estuary system in the lower North Island. As well as having a nationally significant wildlife area, the estuary has cultural, recreational, economic, ecological and other values. Figure 1, below, shows the Te Awarua o Porirua catchment.
33. The Te Awarua-o-Porirua Whaitua includes Porirua Stream, with 70% of Porirua Stream catchment in the Wellington City district. Te Awarua o Porirua comprises the Onepoto Arm, the Pauatahanui Inlet and the outer harbour.
34. The Porirua Stream catchment covers an area of 5,522 hectares and has five main tributaries, three are in Wellington's jurisdiction- Belmont, Takapu, and Stebbings. These streams are currently rural in their upper reaches. The principal headwater tributaries of Porirua Stream arise within urban Johnsonville and Newlands. The middle and lower reaches pass through the relatively high-density urban areas of Tawa, Linden and Porirua



Item 3.1

Figure one Te Awarua o Porirua Whaitua

Whaitua's strategic fit with Council

Urban growth

35. The Wellington Urban Growth Plan (June 2015) identifies that Wellington City's population will increase by approximately 50,000 over the next 30 years, resulting in the need for an additional 21,400 residential dwellings by 2043. It is intended to provide for this growth through a range of housing options from central city intensification, residential infill and greenfield development.
36. Officers anticipate that 50% of the Wellington region's proposed urban growth by 2030 will occur within the Porirua Stream catchment. All of Wellington City's greenfield development is expected in the Porirua Stream catchment.
37. The Northern Growth Management Framework and Lincolnshire Farm Structure Plan provide for greenfield urban expansion in the whaitua catchment. This greenfield growth is expected to involve approximately 3,000 new dwellings over the next 30 years. Tawa and Newlands, both in the whaitua catchment, have been identified as medium housing density areas for Wellington City. This could result in roughly 500 additional dwellings. Projections undertaken for Wellington City by Forecast.ID suggest a total of 4,200 new dwellings being built over 2013-2043 in the Wellington City area of the Whaitua catchment.
38. Under the Porirua Development Framework the majority of growth is expected through new urban residential development. Undeveloped greenfield sites, across the whaitua have capacity for approximately 1,700 new sections.

Drainage infrastructure

39. The urban areas of the whaitua are serviced with Council owned stormwater and wastewater networks. The rural zones are mostly unserved.
40. Wellington Water has undertaken a high level review of the stormwater, wastewater and water supply networks to assess their potential to support proposed growth and intensification within the catchment. Issues have been identified that could restrict urban development and result in further contamination of aquatic environments.

Wastewater

41. Wastewater is conveyed to Porirua Wastewater Treatment Plant where it is treated and discharged to the sea. Sewage sludge (biosolids) is disposed of in Spicers Landfill. The wastewater infrastructure that supports the whaitua catchment is under capacity, even for current loads.
42. The Porirua Wastewater Treatment Plant is currently near its full operational capacity. During wet weather events, or failures of the network, sewer overflows can occur resulting potential environmental or human health harm.
43. It is being realised that conventional systems for managing our water resources are not viable in the long term; digging up the streets to replace existing drainage pipes with even larger ones is not the best answer. It is extremely disruptive, expensive to build and maintain, and unlikely to provide a sustainable long-term solution.
44. The current wastewater system, if managed in a conventional manner, cannot support the proposed urban development and does not meet the values or intent of the Te Awarua-o-Porirua. Officers are trying to integrate contemporary solutions like wet weather offline storage that then releases wastewater to the network when the flow levels drop. This would avoid overflows of raw sewage to freshwater and marine environments.

Stormwater

45. Stormwater is traditionally drained through an engineered pipe system designed to convey runoff and discharge to the nearest water body (either stream or harbour). Council operates an extensive network of stormwater pipes, sumps, and open waterways to help drain stormwater and mitigate the risk of flooding.
46. During heavy and prolonged rain, cross-connections and under-capacity pipes can cause the stormwater network to be overwhelmed and overflow causing flooding.
47. There are several areas within the catchment where the piped network is at capacity and during heavy rain can result in surface flooding, noting that in many places, roads are designed to serve as secondary flow paths. Porirua Stream is another source of flood risk.
48. The effects of climate change are predicted to include increased rainfall intensity and frequency, and sea level rise could reduce the capacity of parts of the network.
49. The change in land use associated with urban development often results in increased areas of impervious surfaces such as driveways, car parks and roofs. This results in increased runoff that reduces increases the flood risk, cause stream bank erosion and flush contaminants to the sea.
50. Currently stormwater is not treated in anyway before it is discharged to streams or the sea.
51. Conventional stormwater management has traditionally focused on flood risk management. Urban development needs and flood issues have been dealt with by building pipes and burying streams and wetlands underground. However pipes disconnect communities from their natural environment and impact cultural values. They are also expensive to build and maintain.
52. The specific impacts of new development on the stormwater network is more complicated to assess as it is heavily influenced by site specific considerations and how the development is undertaken.
53. New development should strive to be hydraulically neutral, i.e. not increasing the runoff from the site above pre development levels. This can often be achieved through a combination of onsite detention and designs that mitigate the loss of pervious surfaces.
54. To protect the environment and meet legislative requirements, the principles of 'water-sensitive urban design' (WSUD) should be applied in the development of new subdivisions, the retrofitting of city assets and neighbourhoods and the assessment of resource consents. WSUD is an approach to water management in the built environment that addresses both water quantity and water quality issues. Using WSUD to treat stormwater, and reduce the existing impermeable areas of the city, will reduce the amount of rainwater in our drainage networks, thus reducing flooding and overflows of sewage in the streams and the sea, ensuring the water entering our harbours is less contaminated.
55. Investment and expenditure will focus on planning controls (e.g. setbacks, minimum floor levels, onsite detention, WSUD) and targeted capex investments to address service level shortfalls.

What does this mean?

56. Our growth agenda and a healthy environment are not mutually exclusive. However, the two do pose complex urban planning challenges.

57. Ensuring that environmental values are met and the urban growth agenda continues in an efficient, effective and sustainable way is paramount to ensuring Wellington continues to grow as a world class, liveable city.
58. Water and drainage infrastructure is the foundation of any modern city. Yet systems are at capacity, straining to meet the demands of a growing population and economy.
59. Stormwater and sewerage networks, and the wastewater treatment plant, will require upgrade if further development is to occur.
60. Urban development including intensification, in some parts of the whitua, may need to be avoided or carefully planned and managed to minimise flood risk and contamination.
61. Some degree of stormwater treatment is likely to be required as an outcome of the Whitua process. Most of this treatment will be required of developers for new subdivisions but it may require some network treatment too. It is not clear whether it will be gross pollutants (litter and floatables) or heavy metal and sediment filtration.
62. Infrastructure improvements will require significantly more funding and a renewed commitment to smarter, more efficient infrastructure planning and project delivery through WSUD.
63. Integration of wastewater and stormwater asset management with urban development planning on a catchment basis is a leap forward in environmental water quality outcomes. Initial work between Wellington Water, the District Plan teams and the Whitua process has been informative and productive.
64. The urban growth agenda, the whitua and our aging, under capacity infrastructure has presented a context and opportunity to deliver a smarter water environment supporting the needs of society and aquatic ecosystems.
65. Prescribing WSUD is a monumental shift in the traditional way water is managed and requires a change of mindset beyond conventional drainage management to a multi-disciplinary approach; forming alliances to facilitate and implement a range of WSUD concepts and green infrastructure projects that will release multiple benefits.
66. A master plan for upgrade of the drainage infrastructure upgrade is being developed by Wellington Water. While the upgrade costs are likely to be significant it is recognised as being essential to support the growth agenda of both Wellington and Porirua City, as well as helping realise the values of the Te Awarua-o-Porirua.
67. To support the whitua's values and objectives and meet the city's economic, environmental, and social aspirations the following is required;
 - A commitment to funding for drainage infrastructure to support current and future development that is equitable and sustainable.
 - Ensuring urban development planning is cognisant of current and future infrastructure limitations and compliance with legislation and the whitua values
 - Maximisation of the economic, environmental, and social benefits of infrastructure investments while also prioritising projects that are socially, economically, and environmentally advantageous.
 - Exploration of new streams of dedicated revenues for infrastructure assets and identify strategies for accelerating investment programmes, procurement, and payment processes to greatly reduce the time between project approvals and completion.

- Strategic investments and planning decisions for liveable communities, including transport options, quality affordable housing, retail, and services to both existing and growing communities.

Conclusion

68. The work of the whitua needs to pragmatically and prudently balance the protection of the environment, anticipated and planned growth and the ongoing operation of assets whilst meeting legislation, expanding community expectations, and political and financial challenges.

Attachments

Nil

Author	Nicci Wood, Senior Advisor
Authoriser	Kaine Thompson, Manager, Office of the Chief Executive David Chick, Chief City Planner

SUPPORTING INFORMATION

Engagement and Consultation

There is no engagement or consultation required at this stage.

Treaty of Waitangi considerations

Ngati Toa are part of the whitua committee.

Financial implications

This paper introduces the Whitua process, as such there are no financial considerations required. More detailed consideration of possible configurations and costs will be required once a WIP has been agreed.

Policy and legislative implications

The Whitua process is intended to implement the intent of the NPS-FW and in line with current policy.

Risks / legal

N/A

Climate Change impact and considerations

Beyond increasing rainfall intensity and frequency and sea level rise and the impact on drainage assets service level, which have been considered there are no climate change considerations.

Communications Plan

n/a

Health and Safety Impact considered

Whatever actions are included in the next WIP, health and safety must be a consideration and not compromised.

DRAFT Values for Te Awarua-o-Porirua whaitua at 29 April 2016
Value

Kai kete - Food basket

Hauora kaiao (translated as healthy organisms)- Ecological health

Ka taea e te tangata - Accessibility & recreation

Te ara wairua o te wai - The pathway of the spirit of the water

Whanaketanga tauwhiro o te whenua - Sustainable development of land

Ohaoha o te wai - Economic uses of water and water ways as a resource

Te mana o Te Awarua-o-Porirua

Description

The harbour, streams and coast can be used to gather and catch kaimoana and mahinga kai for food.

The harbour, streams and coast are clean, brimming with life and have diverse and healthy ecosystems.

The harbour, streams and coast are safe and accessible for people to enjoy and undertake recreational activities including swimming, walking, waka ama, kayaking, boating and picnicking.

The harbour, streams and coast flow naturally and with energy, attracting people to connect with them.

Land is developed, used and managed sustainably, recognising its effect on water quality and quantity.

The use of water and waterways provides for economic opportunities and benefits, including building infrastructure, and community resilience to water shortage and hazards such as flooding and climate change.

Te Awarua-o-Porirua whaitua acknowledges Ngati Toa as mana whenua and their intrinsic connection to the harbour and its waterways

STORMWATER EASEMENT THROUGH RESERVE : 158 BING LUCAS DRIVE

Purpose

1. To obtain Committee approval for a stormwater easement through land held under the Reserves Act 1977 at 158 Bing Lucas Drive / 77 Woodburn Drive (Woodburn Reserve).

Summary

2. The owners (B & A Hannah) of 72 Bing Lucas Drive bought into a rural 'lifestyle' subdivision that anticipated on-site stormwater discharge. However, geotechnical investigations have confirmed this is not possible.
3. The only alternative is to discharge their stormwater into the adjoining Woodburn Reserve (the Reserve) by way of piping to a dissipation bed draining to a natural water course that extends down to the Takapu Stream.
4. Upon completion of the proposed work the area of disturbance in the reserve will be restored through planting in species suitable to the location. An outlet structure and rock riprap will remain in the reserve.
5. The proposed easement will be dealt with under section 48 of the Reserves Act 1977 and will require public consultation.

Recommendations

That the Environment Committee:

1. Receives the information.
2. Agrees to grant a stormwater easement in perpetuity over reserve land at 158 Bing Lucas Drive [being **part of** Lot 1 DP 380703 (CFR 516789)] pursuant to section 48 of the Reserves Act 1977.
3. Notes that any approval to grant the easement (referred to above) is conditional on:
 - a. appropriate iwi consultation
 - b. public consultation under s119 and s120 of the Reserves Act 1977
 - c. no sustained objections resulting from the above consultation and notification
 - d. all related costs being met by B & A Hannah
4. Authorises the Chief Executive Officer to carry out all steps to effect the easement.
5. Notes that the work within the easement area will be subject to the relevant bylaw, building and/or resource consent requirements.
6. Notes that the works will proceed in accordance with final Parks, Sport and Recreation agreement to riprap design detail, replanting mitigation plans, track reinstatement and park management/ work access plans.
7. Notes that, given the timing of this paper and the proposed works, the Tawa Community Board has been separately advised.

Background

6. B & A Hannah are developing their lifestyle section at 72 Bing Lucas Drive and have applied for a building consent from Council on the basis of stormwater being discharged on to the adjoining Woodburn Reserve (the Reserve). On-site stormwater discharge was approved by Council resource consents for the original subdivision at the end of Bing Lucas Drive.
7. Geotechnical investigations of the ground conditions at 72 Bing Lucas Drive have confirmed that the land is not suitable for on-site stormwater discharge.
8. The only practical alternative for the owners is to discharge their stormwater via the adjoining reserve, for which an easement is required.
9. Easements through reserve land are dealt with under section 48(1)(f) of the Reserves Act 1977 (the Act). The applicant is aware of the need to apply for and obtain all necessary approvals and of the public consultation requirement.

Discussion

10. The effects of this stormwater proposal have been minimised through design of a system that includes detention in a 20m³ tank on 72 Bing Lucas land and controlled maximum flow down to the Reserve where it exits onto an energy dissipation bed.
11. The stormwater will then drain into the natural watercourse that runs within the reserve's gully that extends down to Takapu Stream. The design will minimise impact on the Reserve.
12. Section 48(1)(f) of the Act provides for this type of easement in reserves. The Reserve is an appropriate location for the stormwater pipe, given the proximity to the point of discharge and the natural catchment area.
13. Public notification is required under the Act and will be undertaken as the stormwater discharge structure is considered to materially alter the Reserve.
14. The applicant has consulted with the Council's Parks, Sport and Recreation Team who have provided a landowner approval to the work, subject to conditions.
15. The Reserve track area will be restored to its original condition after the completion of the work, and the rights of the public with respect to the Reserve will not be altered as a result of the work.
16. Given the timing of the proposed works, officers have separately notified the Tawa Community Board rather than tabling a paper at the scheduled Board meeting in the usual fashion.

Conclusion

17. The proposal seeks a stormwater easement over the Reserve, enabling dwelling construction on a lifestyle section. The proposed stormwater pipe location is the only practical stormwater discharge area from 72 Bing Lucas Drive.
18. Public consultation will be undertaken for this proposal and Committee approval is subject to that requirement.

Attachments

- Attachment 1. Aerial shows location of S/W discharge onto Woodburn Reserve from 72 Bing Lucas Drive Page 181

Authors	John Vriens, Senior Property Advisor Rebecca Ramsay, Reserves Planner
Authoriser	Tracy Morrah, Property Services Manager Greg Orchard, Chief Operating Officer Paul Andrews, Manager Parks, Sport and Recreation

SUPPORTING INFORMATION

Engagement and Consultation

Consultation to be undertaken in accordance with the Reserves Act 1977.

Treaty of Waitangi considerations

None.

Financial implications

There are none as the applicant will pay for all costs associated with this easement.

Policy and legislative implications

The proposal is broadly consistent with the Council's requirements for a robust stormwater network under the Long Term Plan.

Risks / legal

Council lawyers will prepare the easement document.

Climate Change impact and considerations

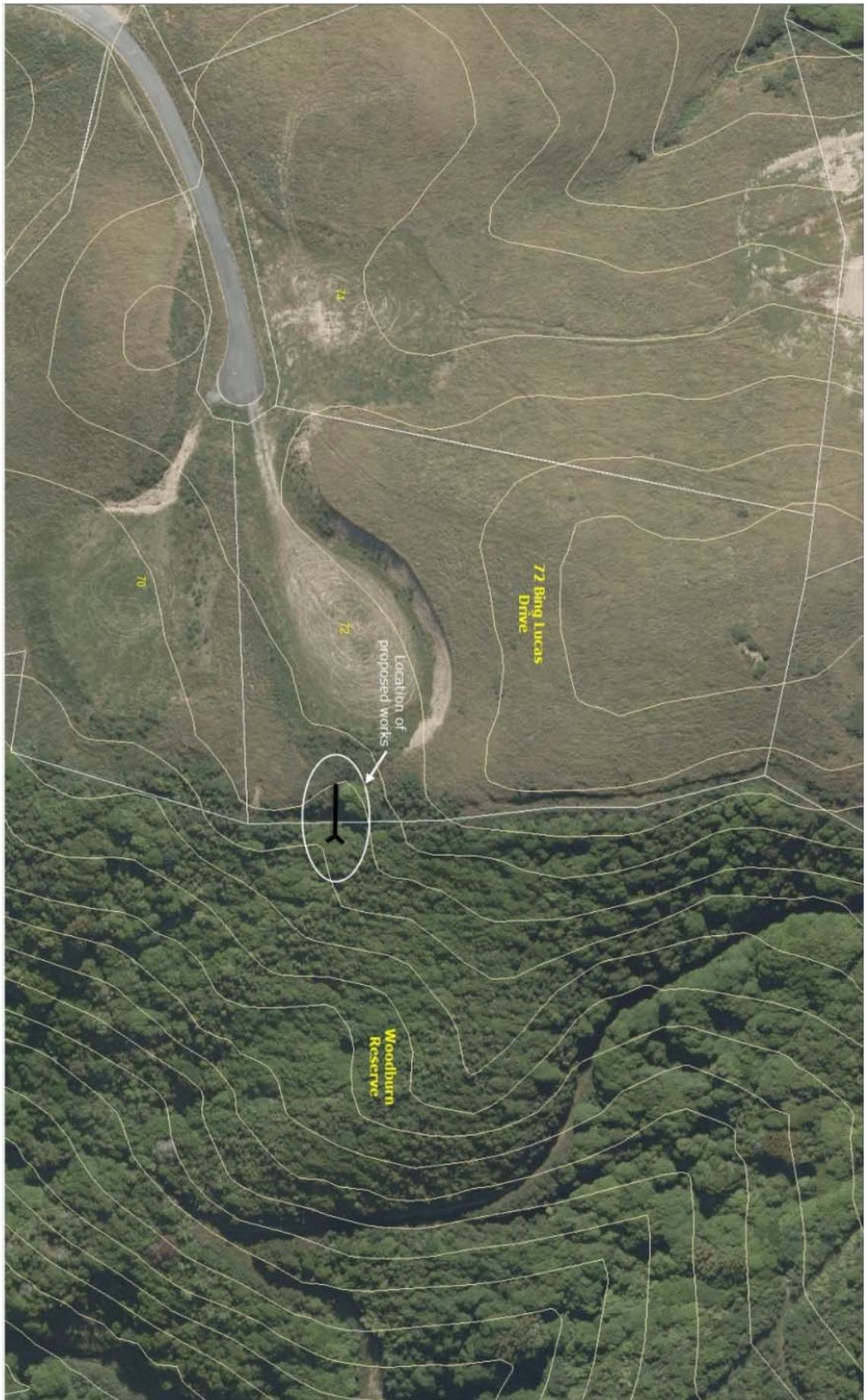
None.

Communications Plan

One public notice will be placed in the newspaper and letters will be sent to iwi and the local residents' association.

Health and Safety Impact considered

This will be the responsibility of the applicant.



LEASE OVER RESERVE LAND, GLOVER PARK

Purpose

1. To seek the Environment Committee's approval for an airspace lease over reserve land at Glover Park, Te Aro (Attachment 1).

Summary

2. The owners of 59 Ghuznee Street, Te Aro, have recently been granted resource consent to strengthen and refurbish the Albemarle Hotel (SR352462).
3. As part of this work two balconies projecting partly into the adjacent Glover Park (61-73 Ghuznee Street, Te Aro) are proposed.
4. The Reserves Act 1977 permits the granting of leases over reserve land for such encroachments, in certain circumstances.
5. The Parks, Sport & Recreation Team are agreeable to an airspace encroachment and lease, which is consistent with the Glover Park Management Plan 2005.

Recommendations

That the Environment Committee:

1. Receives the information.
2. Agrees to grant an airspace lease to the owners of the Albemarle Hotel (59 Ghuznee Street, Te Aro, CFR WN20C/845) for balcony encroachments over reserve land at Glover Park (61-73 Ghuznee Street, Te Aro, CFR WN340/45 and others titles) as indicated on the plans in Attachments 2, 3 and 4.
3. Notes that any approval to grant the lease (referred to above) is conditional on:
 - a. appropriate iwi consultation;
 - b. public consultation under the Reserves Act 1977;
 - c. no sustained objections resulting from the above consultation and notification;
 - d. all related costs being met by the owners of the Albemarle Hotel.
4. Notes that a further report will be submitted to the Environment Committee to summarise submissions and decide whether to uphold objections, if necessary.
5. Notes that the Environment Committee has delegation from the Minister of Conservation to grant leases.
6. Delegates to the Chief Executive Officer the power to conclude all matters relating to the lease described in recommendation 2, including public notification and leasing terms and conditions.

Background

6. Glover Park (61-73 Ghuznee Street, Te Aro, CFR WN340/45 and others titles, **the Park**) was opened in 1971 and gazetted as a Recreation Reserve in 1989. The Park underwent a major upgrade in 2005.

7. The Albemarle Hotel (59 Ghuznee Street, Te Aro, CFR WN20C/845, **the Albemarle**) is a listed heritage building under the District Plan (No. 130) and a Heritage New Zealand Category 2 listed building.
8. In early 2016 the owners of the Albermarle applied for resource consent to undertake strengthening work and refurbish the building for hospitality use (SR352462). Consent was granted in April 2016.
9. The proposed modifications include a Café/Bar at ground floor, a restaurant on the 2nd floor and a function room on the 3rd.
10. Balconies on the 2nd and 3rd floors of the Albemarle are proposed to encroach into the Park (Attachments 2, 3 and 4).
11. The Parks, Sport & Recreation Team (**PSR**) have agreed in principle to a lease over the airspace encroachment subject to all relevant costs being borne by the applicant and obtaining the consent of the Committee.

Discussion

12. Under the *Instrument of Delegation for Territorial Authorities* dated 12 July 2013, the Minister of Conservation has delegated authority to grant leases over reserve land under s54(1) Reserves Act 1977 (**RA**) to Council. According to Council delegations, the power to grant leases under the RA rests with the Environment Committee.
13. Leases of reserve land require public notification, except in limited circumstances. While the balconies will encroach on airspace only, they may alter how the park is used and enjoyed. Officers therefore recommend public notification.
14. In addition to the RA, the Park is governed by the Glover Park Management Plan 2005 (**the Plan**). A key objective of the Plan is to encourage more activity within the park in order to enhance its appeal as a destination.
15. The proposed balcony encroachments achieve outcomes sought by the Plan, including the following:
 - Allowing commercial activities to occur while retaining the open space character of the Park;
 - Provide activation of a Park edge and increased activity within the Park;
 - Provide passive surveillance of the Park.
16. In association with the balcony lease an outdoor seating licence is also being applied for, but under a separate process. PSR also support this outdoor seating licence application.

Options

17. The Committee can either choose to approve or decline the lease. Similarly, on receiving feedback from the public notification / consultation, the Committee can choose to uphold objections to the lease or otherwise.
18. Approving the lease will allow the project to proceed as requested by the applicant.
19. Declining the lease will not significantly impact on the proposed work on the Albemarle itself. It will, however, reduce the balcony size and in turn compromise how the balcony and related activities interact with the Park.
20. Given the outcomes sought by the Plan, and the ability of the RA to grant such leases, Council Officers recommend the balcony encroachment lease is granted.

Next Actions

21. If the recommendations in this report are accepted the following will occur:

- Public notification / consultation of the proposed lease, in accordance with the RA, will occur.
- The outcome of submissions will be reported back to Committee, if necessary.
- A lease document will be signed.

Attachments

Attachment 1.	Albemarle 1st Floor Plan	Page 186
Attachment 2.	Glover Park / Albemarle Location Plan	Page 189
Attachment 3.	Albemarle 2nd Floor Plan	Page 191
Attachment 4.	Albemarle North Elevation Plan	Page 193

Authors	Brett Smith, Property Advisor Rebecca Ramsay, Reserves Planner
Authoriser	Tracy Morrah, Property Services Manager Paul Andrews, Manager Parks, Sport and Recreation Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

The RA process requires public notification of the proposed lease. There is a prescribed consultation / notification process that will be followed if approval for the lease is granted.

Treaty of Waitangi considerations

There are no Treaty of Waitangi considerations with this land exchange. The land is not located in an area identified as significant to Māori nor is the land being disposed of. Council's iwi partners are consulted as a matter of course under the RA notification.

Financial implications

There are few financial implications arising from this land exchange. The applicant is bearing the cost of the land exchange, including valuation, legal, survey, notification and Officer time. A fee/rental will also be chargeable for the lease.

Policy and legislative implications

Reserve land leases are dealt with on a case by case basis, and therefore do not feature in the Long Term Plan. The RA provides Council the authority under which leases can be granted and the Plan provides a policy framework for the form of the lease. The recommendations of this paper will follow these requirements.

Risks / legal

There are few financial or legal risks of undertaking this land exchange. The area and value of the land involved is small and the leasing process will follow relevant legislative requirements. Any legal documentation or action will be overseen by the Council's lawyers.

Climate Change impact and considerations

There are no climate change implications arising from this lease.

Communications Plan

No communication plan is required, but the leasing process will follow relevant legislative requirements, which includes consultation and public notification.

Health and Safety Impact considered

The land exchange is a minimal risk to health and safety. The work is entirely administrative and is a normal operational function of Council Officers.

FOR PARKS & RESERVES.

GENERAL NOTES:

REV	COMMENT	DATE
MARTYN	PIERCE	



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PROJECT:
Proposed alterations
at
ALBEMARLE
No. 59 Ghuznee Street,
WELLINGTON.

CLIENT:
GRIFFITHS FAMILY TRUST.

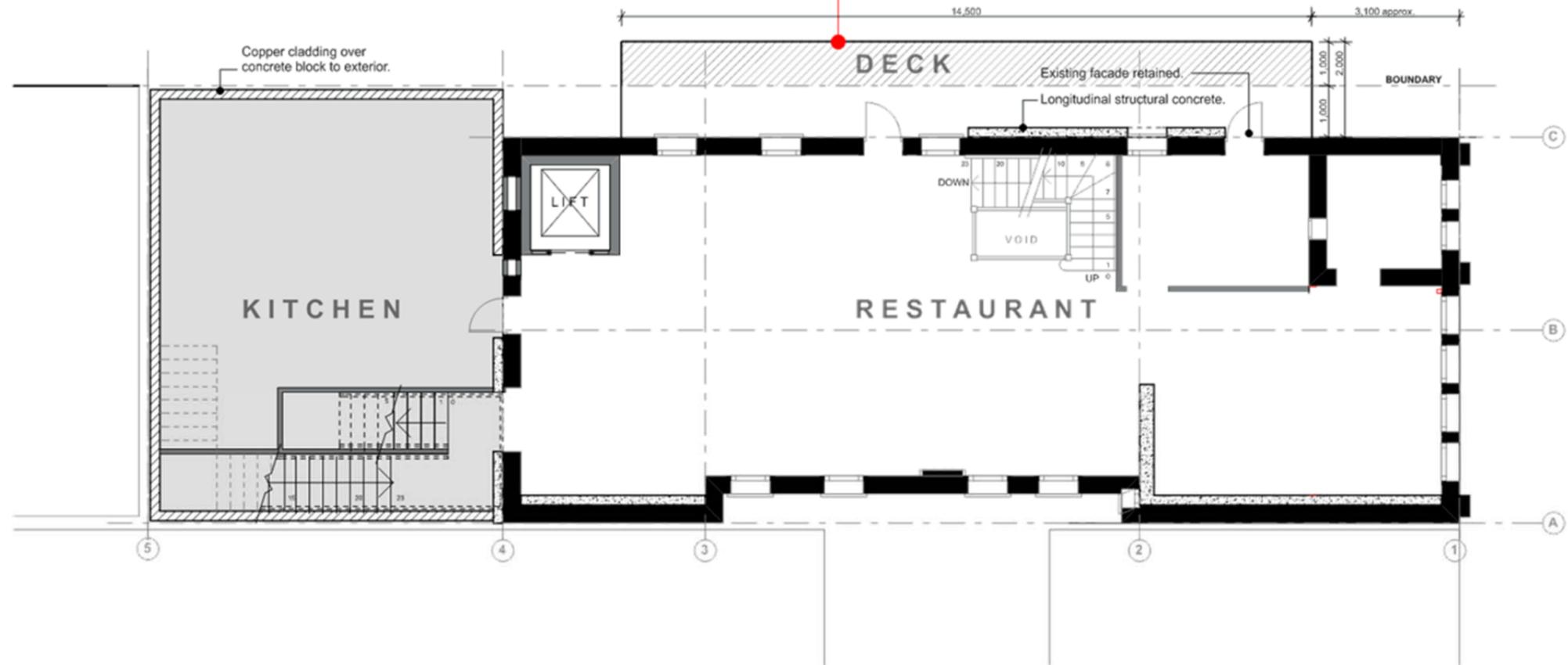
SHEET TITLE:
LEVEL 1 FLOOR PLAN -
AS PROPOSED.

JOB No.
15 : 10 : RC-3.02

Date: 15 JUNE 2016 Scale: 1:100@A3 Drawn By: MRP

GLOVER PARK CANOPY / BALCONY ENCROACHMENT: -

Level 1 (area shown shaded) 14.50 sq.m
Proposed Total of Level 1 & 2: 29.00 sq.m

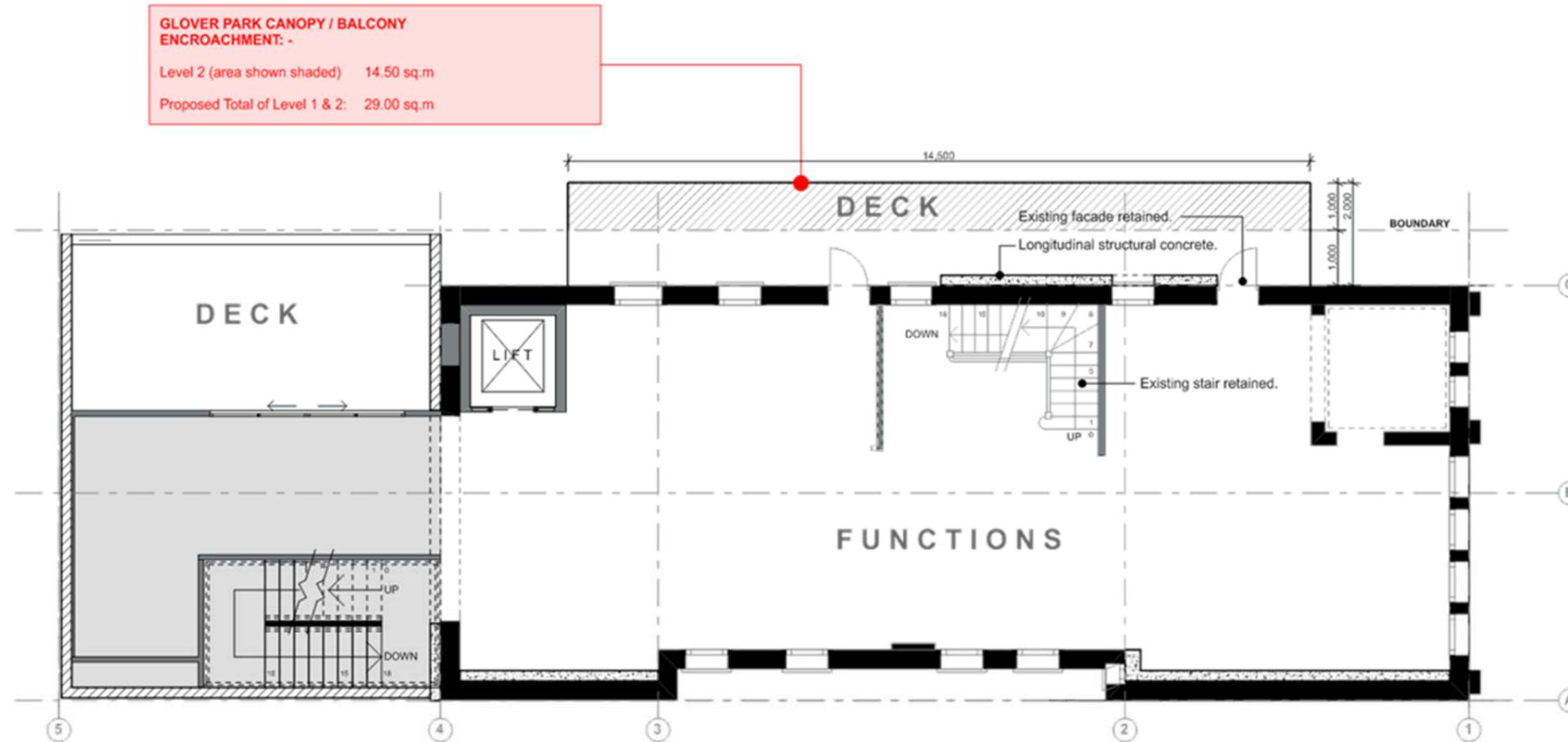


LEVEL 1 FLOOR PLAN - AS PROPOSED
Scale 1 : 100





Item 3.3 Attachment 2



LEVEL 2 FLOOR PLAN - AS PROPOSED
Scale 1 : 100



GENERAL NOTES:

REV	COMMENT	DATE
	MARTYN PIERCE	

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PROJECT:
Proposed alterations
at
ALBEMARLE
No. 59 Ghuznee Street,
WELLINGTON.

CLIENT:
GRIFFITHS FAMILY TRUST.

SHEET TITLE:
LEVEL 2 FLOOR PLAN -
AS PROPOSED.

JOB No.
15 : 10 : RC-3.03
Date: 15 JUNE 2016 Scale: 1:100@A3 Drawn By: MRP

FOR PARKS & RESERVES.



RESERVES ACT 1977: STORMWATER EASEMENT - 100 WESTCHESTER DRIVE (STEBBINGS STREAM RESERVE)

Purpose

1. To obtain Committee approval for a stormwater easement through land held under the Reserves Act 1977 at 100 Westchester Drive (Stebbing's Stream Reserve).

Summary

2. The developers of the Stebbings Valley subdivision, Best Farms Ltd (Best), intend to develop the land at 98 Westchester Drive for residential purposes. The property adjoins the Stebbings Stream Reserve (the Reserve).
3. In 2014 Best vested the Reserve in Council as part of the Stebbings Valley subdivision reserves agreement.
4. It was always anticipated that the stormwater from the residential developments would be carried through the Reserve via a pipe and into the Stebbings Stream – so vesting the land in Council without this easement already in place was premature.
5. Upon completion of the proposed work, the area will be restored to its former condition, either being re-grassed or planted in species suitable to the location, and the stormwater pipe will be vested in Wellington Water as part of its infrastructure.
6. The proposed easement will be dealt with under section 48 of the Reserves Act 1977 and will require public consultation.

Recommendations

That the Environment Committee:

1. Receives the information.
2. Agrees to grant a stormwater easement in perpetuity over reserve land at 100 Westchester Drive [being **part of** Lot 3 DP 467801 (CFR 626706)] pursuant to section 48 of the Reserves Act 1977.
3. Notes that any approval to grant the easement (referred to above) is conditional on:
 - a. appropriate iwi consultation
 - b. public consultation under s119 and s120 of the Reserves Act 1977
 - c. no sustained objections resulting from the above consultation and notification
 - d. all related costs being met by Best Farms Ltd
4. Notes that a further report will be submitted to summarise submissions and decide whether to uphold objections, if necessary.
5. Notes that the work within the easement area will be subject to the relevant bylaw, building and/or resource consent requirements.
6. Notes that the works will proceed in accordance with final Parks, Sport and Recreation agreement to all replanting mitigation plans, track reinstatement and park management / work access plans.
7. Delegates to the Chief Executive Officer the power to carry out all steps to effect the easement.

Background

7. Best has been progressively developing the Churton Park and Stebbings Valley residential subdivisions. As part of those subdivisions Best has vested a number of reserves and accessways in Council per their reserves agreements.
8. Stebbings Stream Reserve was vested in May 2014 around the time the Westchester Drive extension (link road) was completed to facilitate the suburbs growth in accordance with the Northern Growth Management Framework.
9. Best had always intended to drain stormwater from 98 Westchester Drive into the Reserve which contains the Stebbings Stream. However, an administrative oversight meant that the easement was not created prior to vesting the reserve in Council.

Discussion

10. The effects of this stormwater discharge into the stream will be minimised through design of a system that controls maximum flow with stormwater exiting onto an energy dissipation bed.
11. The stormwater will drain into the Stebbings Stream that flows down to the Porirua Stream.
12. Section 48(1)(f) of the Act provide for this type of easement in reserves. The reserve is the best location for the stormwater pipe, given the proximity to the point of discharge and the natural catchment area.
13. Public notification is required under the Act and will be undertaken as the stormwater discharge structure is considered to materially alter the Reserve.
14. The applicant has consulted with the Council's Parks, Sport and Recreation Team who have provided a landowner approval to the work, subject to conditions.
15. The Reserve area will be restored to its original condition after the completion of the work, and the rights of the public with respect to the Reserve will not be altered as a result of the work.

Conclusion

16. The proposal seeks a stormwater easement, enabling future development in the Stebbings Valley area. The proposed stormwater pipe location is in the most efficient route to the stream.
17. Public consultation will be undertaken for this proposal and Committee approval is subject to that.

Attachments

Attachment 1. Aerial shows the stormwater proposal.

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Authors	John Vriens, Senior Property Advisor Rebecca Ramsay, Reserves Planner
Authoriser	Tracy Morrah, Property Services Manager Paul Andrews, Manager Parks, Sport and Recreation Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public consultation will be undertaken in accordance with the Reserves Act 1977.

Treaty of Waitangi considerations

None.

Financial implications

There are none as the applicant will pay for all costs associated with this easement.

Policy and legislative implications

The proposal is broadly consistent with the Council's requirements for a robust stormwater network under the Long Term Plan.

Risks / legal

The Council lawyers will prepare the easement document.

Climate Change impact and considerations

None

Communications Plan

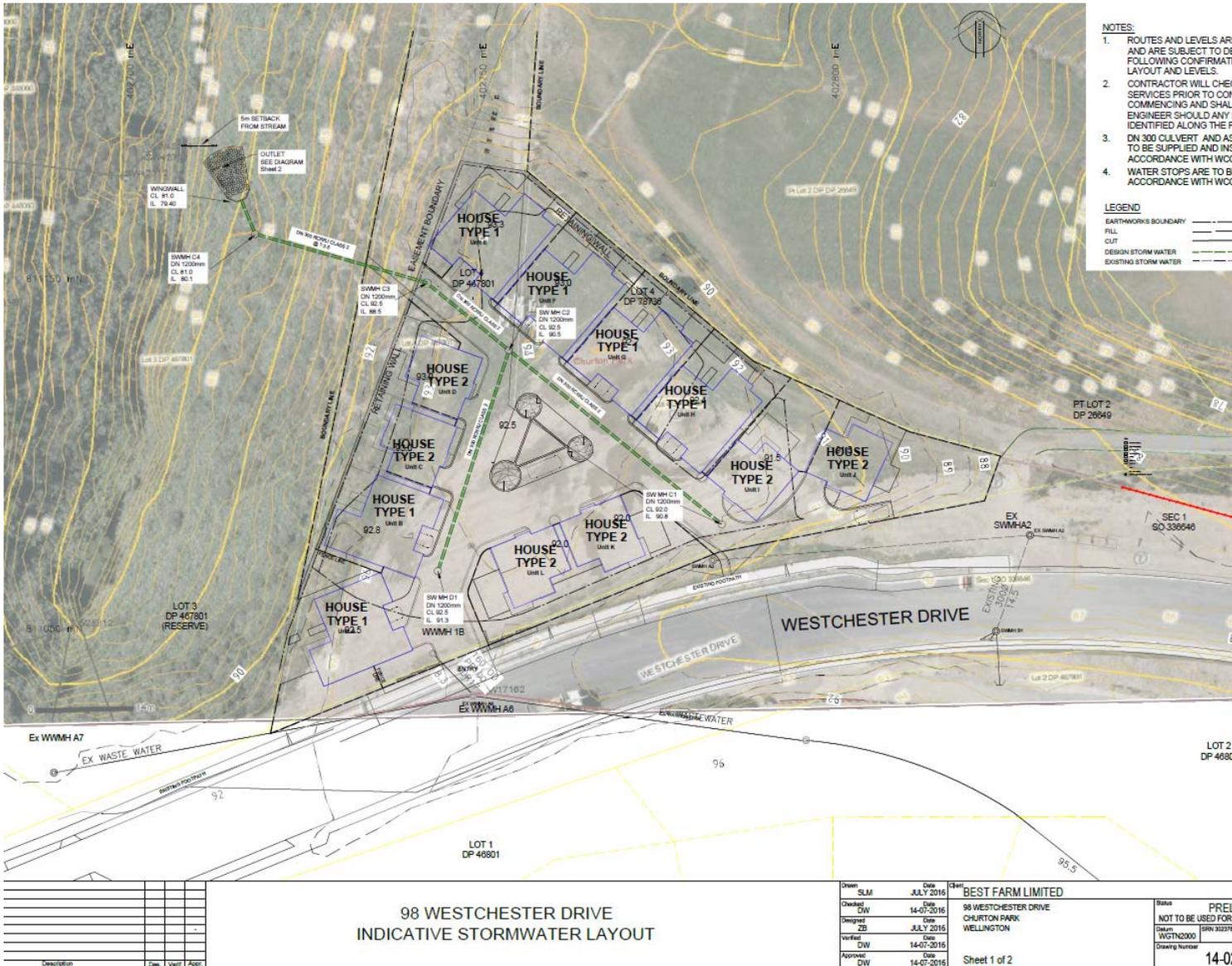
A public notice will be placed in the newspaper and letters will be sent to iwi and the local residents association.

Health and Safety Impact considered

This will be the responsibility of the applicant.

Aerial Plan of Stormwater drainage easement - 98 Westchester Drive over Stebbings Stream Reserve

Item 3.4 Attachment 1



PROPOSED LEASES (EXISTING TENANTS) UNDER THE WELLINGTON TOWN BELT ACT 2016: WELLINGTON PISTOL CLUB AND LONG HALL TRUST

Purpose

1. To recommend the Council approves two new leases under the Wellington Town Belt Act 2016 to the following existing tenants:
 - Long Hall Trust Incorporated – Roseneath
 - Wellington Pistol Club Incorporated – Newtown

Summary

2. By Council resolution dated 29 June 2016, Council and Committee delegations were changed to be consistent with those identified in the Wellington Town Belt Act 2016 (Act). As a result, the power to grant leases under the Act rests with Council.
3. The Long Hall Trust (Trust) was formed in 2008 with the purpose of maintaining and conserving the hall as a Wellington community amenity for artistic, cultural, community and recreational purposes.
4. A five-year ground lease was granted to the Trust in 2011 – this is due to expire in December this year. This paper seeks a new 10 year lease. The proposed lease area is shown in Attachment 1.
5. The Wellington Pistol Club (Club) provides a range for rifle and pistol shooting and was established in 1969. It provides a competition events calendar and opens the range to guests approximately once a month.
6. The Club's current 10-year ground lease is due to expire in December this year. This paper seeks a new 10 year lease. The proposed lease area is shown in Attachment 2.

Recommendations

That the Environment Committee:

1. Receives the information.
2. Recommends to the Council that it grants the following new leases under the Wellington Town Belt Act 2016:
 - a. 10-year ground lease to The Long Hall Trust, 13B Maida Vale Road, Roseneath (being *part of* Section 167 Evans Bay District CFR WN22B/899).
 - b. 10-year ground lease to Wellington Pistol Club at Mt Albert Park (being *part of* Pt Lot 1 DP 10181 CFR WN19B/861 and *part of* Pt Lot 1 DP 8754 CFR WN47B/502).
3. Notes that any approval to grant the leases (referred to above) is conditional on:
 - a. appropriate consultation with Iwi;
 - b. public notification;
 - c. there being no sustained objections resulting from the above mentioned consultation or notification; and
 - d. the legal and advertising costs associated with preparing the lease is met by

the Lessee (where applicable).

4. Delegates to officers the power to conclude all matters related to the leases described in Recommendation 2.

Background

The Long Hall Trust

5. The land at 13B Maida Vale Road, Roseneath (Land) was originally owned by the Crown for Ministry of Defence purposes and the Long Hall building (Hall) was situated in Mt Victoria. The Hall was originally built for use as army barracks during World War II.
6. The Hall was relocated onto the Land by former tenants for use as a meeting space.
7. The Land transferred to Council in 1982 and included an agreement with the Crown regarding the use of the site for the saluting battery.
8. Since 1969 the Hall has changed hands a number of times. It transferred to the Trust in 2008 and was in a state of disrepair.
9. While the Trust has made a considerable effort towards restoring the Hall, there is still deferred maintenance required in order to bring the Hall to a satisfactory condition.
10. In 2011 Council approved a five-year lease (of the area highlighted green in Attachment 1), subject to Hall upgrades being carried out. Work has commenced and further improvements are planned.
11. The Trust hopes to have the earthquake prone listing removed in the near future.

Wellington Pistol Club

12. The Club at 131 Russell Terrace, Newtown, provides a range for rifle and pistol shooting and was established in 1969. It provides a competition events calendar and opens the range to guests approximately once a month.
13. The Club's current 10-year ground lease (shown highlighted in green in Attachment 2) commenced in November 2006 and expires in December 2016.
14. As at 2015 the Club had approximately 70 members, mainly adults.
15. The building was confirmed as not earthquake prone in 2015.

Discussion

The Long Hall Trust

16. The Trust was formed in 2008 with the purpose of maintaining and conserving the Hall as a Wellington community amenity for artistic, cultural, community and recreational purposes.
17. The Trust currently administers the use of the Hall for a combination of regular, seasonal and occasional users. The activities consist of a variety of performance based activities, together with dance and theatre classes, tai chi, public lectures and fundraising events.
18. The Hall is also used by the New Zealand Army Regiment twelve times a year for their gun saluting ceremonies.

Wellington Pistol Club

19. The Pistol Club maintains a healthy membership and continues to meet the Council's *Leases Policy for Community and Recreation Groups (Policy)*.
20. When considering a new lease application an assessment is made against the criteria set out in section 7 of the Policy. New leases are considered against the following criteria:
 - a. strategic fit;
 - b. activity sustainability;
 - c. optimal use of resources;
 - d. environmental impact;
 - e. a demonstrated need from the community; and
 - f. the need for a lease.
21. The proposed Club lease is consistent with the provisions of the Social and Recreation Strategy.
22. Both leases, when assessed against the Wellington Town Belt Management Plan 2013, meet the strategic direction as well as demonstrating a community need for the activities.
23. An overview of the areas included in the Wellington Town Belt are shown in attachment 3.

Next Actions

24. If the recommendations of this report are accepted the following will occur:
 - a. Public notification
 - b. The outcome of any submissions will be reported back to Committee, if necessary,
 - c. New leases prepared and signed.

Attachments

Attachment 1.	Long Hall Trust Lease Area	Page 203
Attachment 2.	Wgtn Pistol Club Lease Area	Page 204
Attachment 3.	Town Belt Overview	Page 205

Author	Tracy Morrah, Property Services Manager
Authoriser	Michael Oates, Open Space and Recreation Planning Manager Paul Andrews, Manager Parks, Sport and Recreation Greg Orchard, Chief Operating Officer

SUPPORTING INFORMATION

Engagement and Consultation

Public and Iwi consultation will be undertaken as required by the Wellington Town Belt Act 2016.

Treaty of Waitangi considerations

No Treaty implications have been identified.

Financial implications

There is no significant financial impact as the lessees will be responsible for all building repairs, maintenance, insurance and utility costs. Rent will be assessed in accordance with the Council's leasing policy.

Policy and legislative implications

The proposed leases will be consistent with the Leases Policy for Community and Recreation groups.

Risks / legal

The leases will be subject to the provisions of the Wellington Town Belt Act 2016. Legal advice will be sought in the preparation of the lease.

Climate Change impact and considerations

Not applicable

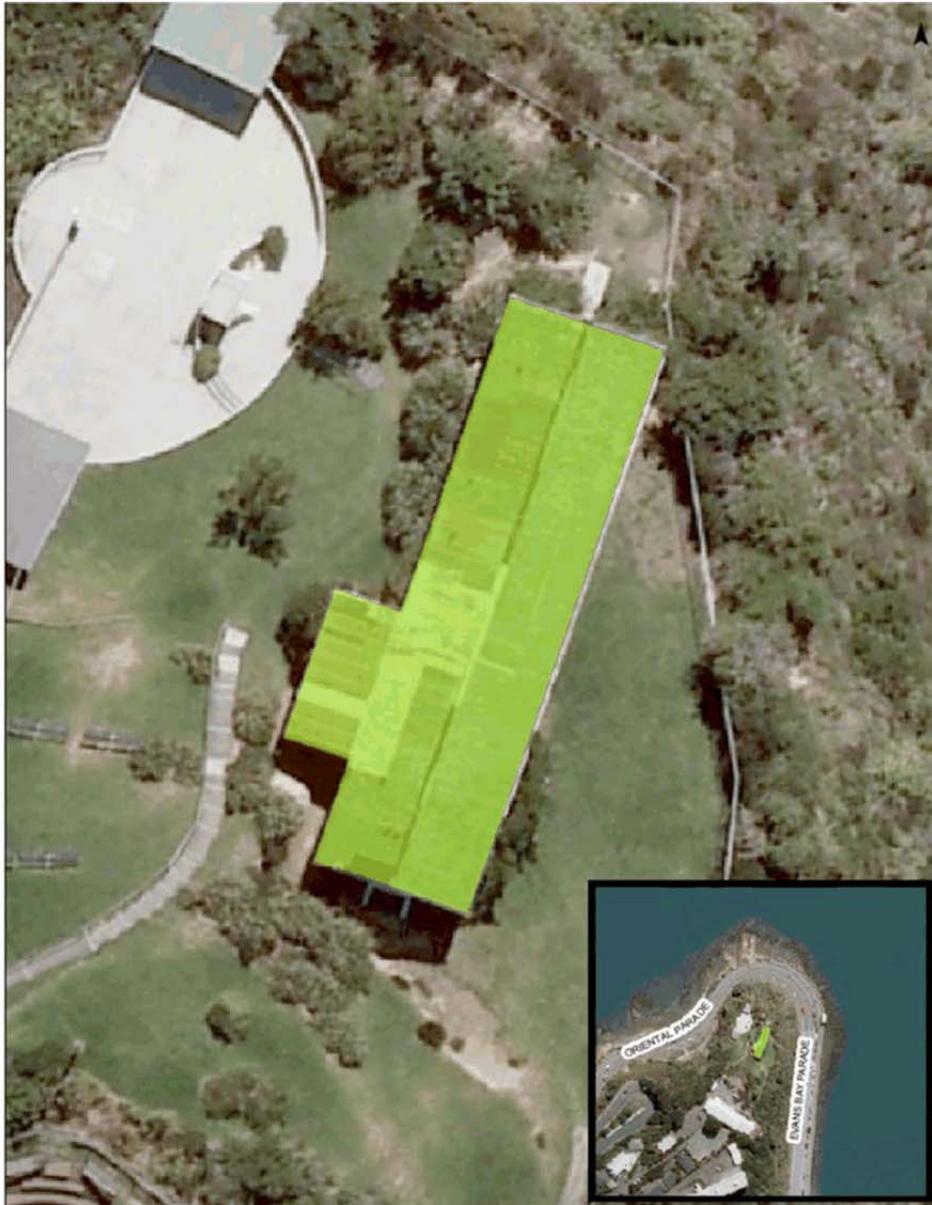
Communications Plan

No communication plan is required, but the proposed leases will follow relevant legislative requirements, which includes public notification and consultation.

Health and Safety Impact considered

The proposed leases present minimal risk to health and safety. The work is predominantly administrative.

**SCHEDULE ONE
 PLAN OF LAND**



The Long Hall Trust,
0537-THE L - 219.3sq m

Reserve - Point Jerningham

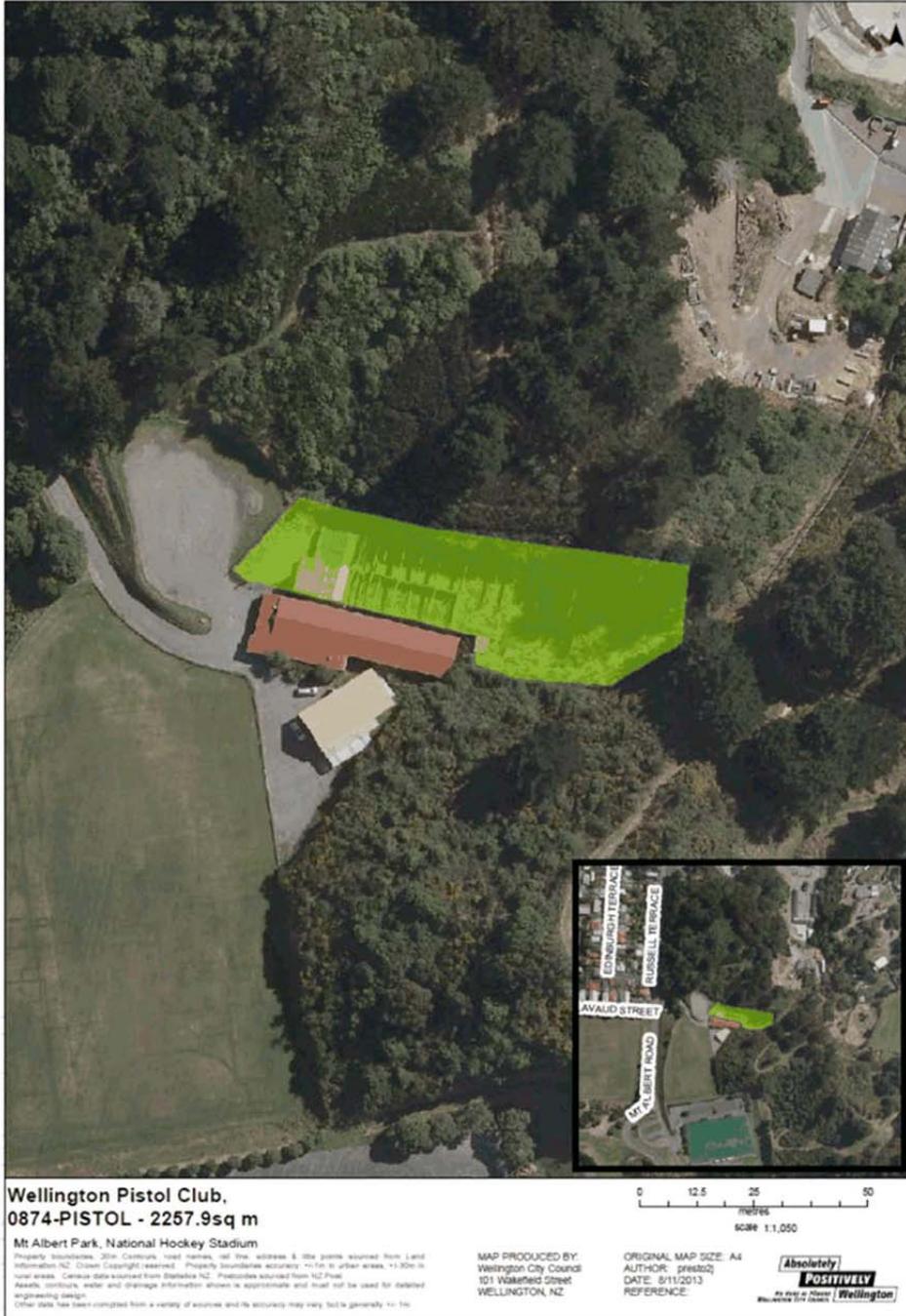
Property boundaries, 20m contours, road names, lot line, address & site grids sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accurate +/-1m in urban areas, +/-30m in rural areas. Contour data sourced from Statistica NZ. Photos are sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy may vary, but is generally +/- 1m.

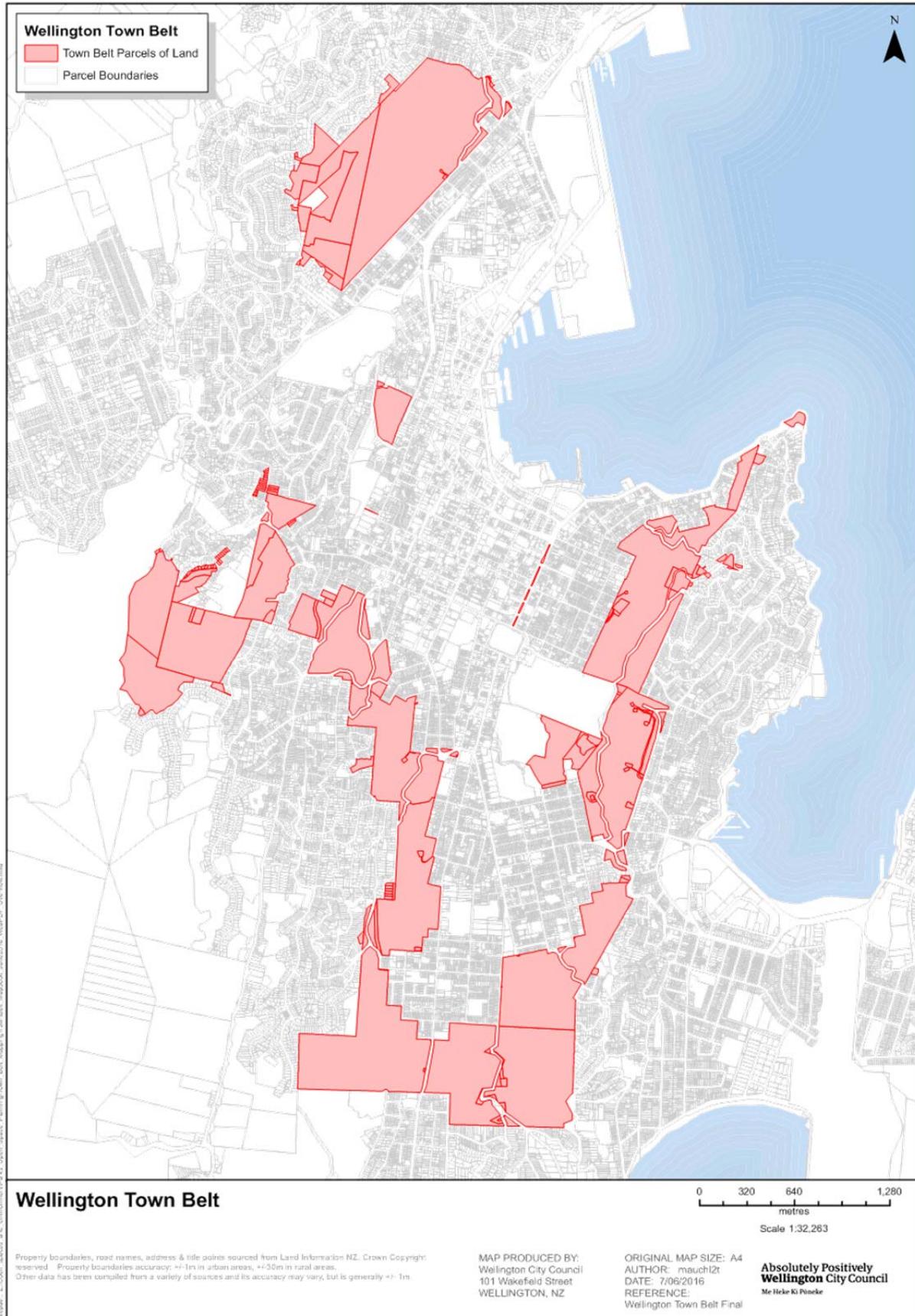
MAP PRODUCED BY:
 Wellington City Council
 101 Wakefield Street
 WELLINGTON, NZ

ORIGINAL MAP SIZE: A4
 AUTHOR: prestiq
 DATE: 8/11/2013
 REFERENCE:



SCHEDULE ONE
 PLAN OF LAND





4. Public Excluded

Resolution to Exclude the Public:

THAT the Environment Committee :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Land Exchange - Peppertree Lane, Newlands	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
